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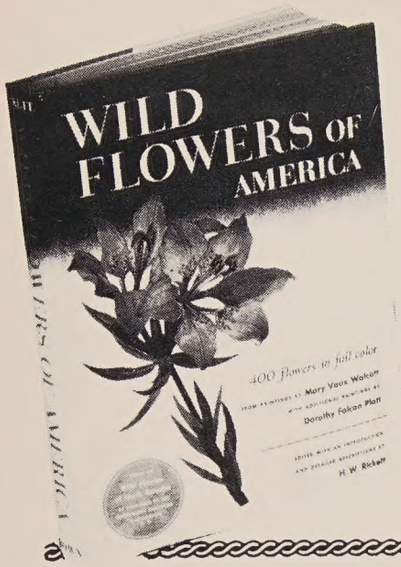

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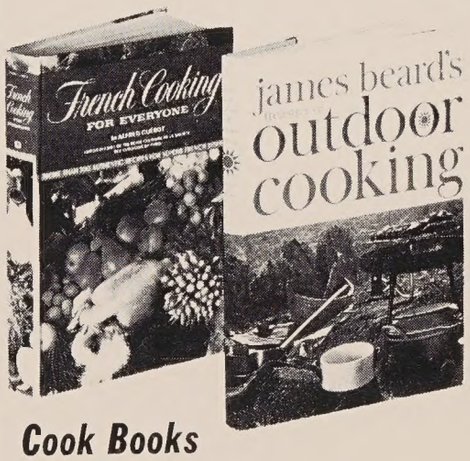

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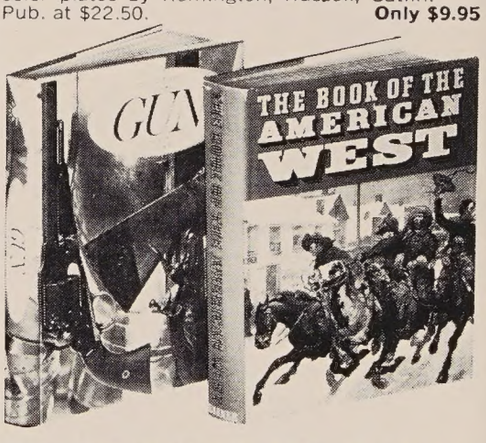

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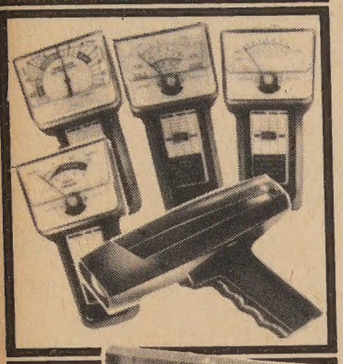

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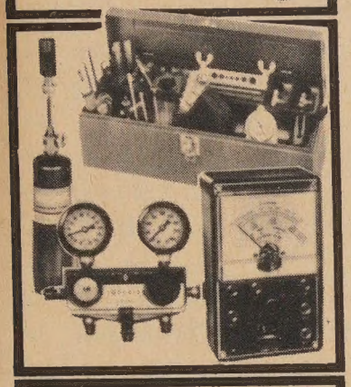

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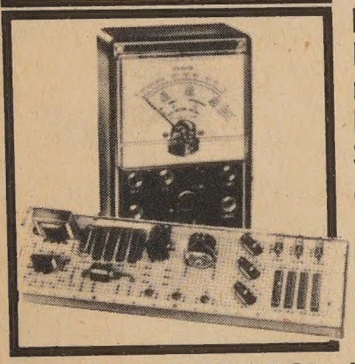

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Adventurous Railroading and Rail Hobbies—Founded 1906

VOL. 83, No. 6 OCTOBER, 1968 50 CENTS

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THE MAIL CAR

where editors and readers meet

RAIL JOINTS clanked and the ground shuddered as 2-8-0 No. 13 of the Buffalo Creek & Gauley (since abandoned) heaved mightily through the Baltimore & Ohio interchange at Dundon, W. Va., with a train of 90 empty hoppers bound for the coal mine at Widen, W. Va. This color-shot, used on our cover, was made about three years ago by Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07065, whose black-and-whites appear occasionally in our magazine. ●

THE CHANGING SCENE. Chicago Union Station is to be razed to make space for a 33-story office building, Gateway Center; but, like the majestic Penn Station that used to adorn New York City, a new and smaller station will be built beneath the big commercial building. Memphis Union Station also is doomed. It will be demolished and a post office built on the site. The trend nowadays is either to destroy railroad passenger depots altogether or else bury them underground where the fewest possible people can see them.

Great Northern's *Univac I*, once the queen of electronic computers, has been dethroned and sold to H. S. Kaplan Scrap Iron Co. in St. Paul. Her reign was halted by the acquisition of younger and more capable data-processing equipment. The short 11-year life span of the $1.5 million "brain machine" is typical in the fast-moving computer industry now producing the third generation of computers within a decade. GN's *Univac I* was the first of its kind in the Northwest and second on the nation's railroads.

Testifying in favor of tighter railroad safety regulations before the House Interstate and Foreign Commerce Committee the other day, Congressman Richard D. McCarthy of Buffalo, N.Y., said train accidents have risen 71 percent since 1961, and deaths in such accidents have gone up 35 percent. "Track and equipment damage," he added, "has increased almost 100 percent. Derailments, which occur more often than any other railroad accident, have increased 61 percent since 1961."

Southern Pacific has decided to buy the first "locomotive simulator" on any railroad and will soon award a contract to one of the six manufacturers who have submitted bids. Building the computerized machine and putting it into service is expected to take from 12 to 18 months. This novelty will imitate the operation of not only a locomotive but also an entire train. Besides training SP personnel, it will give the railroad a new means of running tests on performance—existing or contemplated. As a would-be modern Casey Jones sits at the simulator's throttle he will see actual terrain of SP routes rolling out ahead, beside, and below him on multiple motion-picture screens. Also, he will hear the sounds and feel the motions associated with real-life train operation. His instructor will be able to introduce variables ranging from sudden sways or jolts to warning flares or torpedoes along the track or emergencies such as track obstructions.

Delaware & Hudson Co., which recently sold its railroad to Norfolk & Western, has changed its name to Champlain National Corp., shifted its headquarters from Albany, N.Y., to New York City, and is planning "mergers or acquisitions in other business fields."

The City Council in Arlington, Texas, a city of 75,000 midway between Dallas and Fort Worth, told the Texas & Pacific recently to cut out the blowing of diesel horns except where necessary. Engineers who blast their horns beyond 500 foot of a crossing will be fined $200 each, and every toot will be considered a separate offense.

Both the Norfolk & Western and Chesapeake & Ohio, in briefs filed with the ICC, have accepted Justice Department conditions for their proposed merger. The conditions include: (1) the ICC retain jurisdiction over the merger for 10 years to decide if the new system, when merged, should divest itself of Wabash lines west of the Mississippi and (2) the ICC should decide that the Delaware & Hudson, Erie Lackawanna, and Boston & Maine shall continue to operate, even if they should file for bankruptcy, and shall receive capital advances from N&W pending the final merger.

Penn Central will build a new $26 million electronic freight classification yard near Columbus, Ohio, with 95 miles of track and a capacity of 5,000 cars, about 4.75 miles long and a half-mile wide. Its 40-track section for makeup of outbound trains will be engineered for expansion to 70 tracks to meet future traffic needs.

For the first time in 5 years, citizens of Prineville, Ore., will have to pay taxes. The city normally draws all of its operating revenue from the earnings of its city-owned railroad, but this year Prineville needs $31,500 additional. ●

FIFTIETH anniversary of the circus-train disaster June 22, 1918, at Ivanhoe, Ind., between Gary and Hammond, was observed by the Hammond Historical Society, circus buffs, and railfans. A floral wreath was laid beside the track and brief memorial services were held for the 63 Hagenbeck-Wallace circus people and 5 railroaders killed there in the pre-dawn darkness. The wreck site had been unmarked for half a century; but Oscar A. Timm, who served as flagman on the ill-fated crew—now 79 and living in Niles, Mich.—recently identified the spot, and the society will erect a momument there.

The second section of a westbound extra hauling the big top over Michigan Central rails had left Gary with orders to detour onto the Gary & Western Railroad at Ivanhoe. It consisted of locomotive 7826, 7 stock cars, 14 flats, 4 sleepers, and a caboose. All cars were wooden-bodied, but the sleepers were rebuilt Pullmans with steel platforms and some berths 3 tiers deep. They were dimly illuminated by kerosene lanterns hung above the center aisle, no other lights being permitted.

Just east of Ivanhoe a caution signal warned engineer Gasper to close his throttle a couple of notches, and he loafed along at about 25 miles per hour. At 3:55 a.m. conductor Johnson signaled him to stop because of a hot-box. The 7826 halted a few feet from the point where Michigan Central rails crossed the Elgin, Joliet & Eastern, and flagman Timm walked eastward to set up a brightly-burning, protective, red fusee on the track.

"Then I became aware that another train was coming up behind us, and fast," he says, "and I ran like hell down the track to head it off."

That train, an empty troop special consisting of engine 8485 and 21 steel Pullmans, roared toward Tim and his frantically waved red lantern without slowing down. As a last possible hope, the flagman lighted a fusee and hurled it at the cab window. Even then the train kept going at high speed and drove like a mighty battering ram into the defenseless rear of the circus extra!

Wooden cars crumpled like cardboard and burst into flames. Clowns, bareback riders, trapeze performers, and acrobats, many of them widely advertised veterans of the big top, perished in the grinding, shattering crash. Most of them had been sleeping in their berths. Beauty, brawn, and skill were crushed by the impact, torn apart, suffocated, or burned. A total of 68 men, women, and children, includ-

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Here are just a few reports of recent earnings: Bob Durant jumped his salary to $7500 as soon as he started. Bill Peck made $943.00 in just 5 days, checking hurricane damage! Bob Pritchard reports companies in his area offering men $8,000 a year to start, plus car and expenses! (Some men are earning up to $8 an hour on the side in their spare time.) No wonder Art Victoria writes, "I recommend Liberty School (Home Training Course) for anyone seeking a better life." We send you actual names of successful Liberty School Graduates from all over the world.

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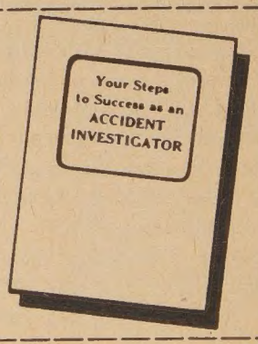

ing trainmaster F. S. Whipple, died; 127 others were injured.

But why had the engineer, Alonzo K. Sargent, ignored Timm's red signal and fusee? The answer came out at the hearing. Sargent had fallen asleep in the cab because he had taken kidney pills just before beginning his run! ●

COMPLAINT DEPARTMENT. "Nobody loves railroading more than I do," writes Donald Sykes, 152 Main St., Oriskany Falls, N.Y. 13425, "but it seems to me that your magazine is deteriorating as fast as the railroads are. Your Aug. '68 issue is the worst one ever printed." (*Editor wants to know why Don thinks so.*)

Many Americans are not riding trains now because of the slow service, according to Henry R. Korman, Box 541, Longview, Wash. 98632, pointing out that New York-to-Miami had faster rail service in 1941 than it had in 1968.

"*Railroad Magazine* should take a broader attitude toward diesels," writes Charles Tubman, treasurer of Teen Railfans of America, 3743 Springdale Ave., Glenview, Illinois 60025. "Too many teenagers associate your magazine largely with steam and old retired railroaders.' ●

AFTER an exciting dash from the Santa Fe roundhouse at Hutchinson Kan., across 5 counties, a runaway two-unit diesel locomotive was derailed at Kinsley 98 miles and 84 minutes later. The units had been on a local run June 20th and were being serviced for a trip to a division point for repairs when they suddenly began to move, with nobody aboard. What caused this has not been determined as we go to press. The Reno County sheriff's office, which the wayward locomotive passed at high speed, said the brakes had been set and were glowing redhot. Several grass fires were started from their heat. A Santa Fe crew boarded another locomotive and set out in pursuit, but never came anywhere near catching up to the runaway. ●

BOB RANCK'S article, "Last of the Boomers" (Aug. issue), dealing mostly with the Santa Fe, had a special appeal for Edward Mahoney, 9417 W. 64th Way, Arvada, Colo. 80002, because he himself worked for ATSF in five states from 1918 to 1945.

"The author stated that between Denver and Pueblo the Colorado & Southern, the Santa Fe, and the Burlington pooled engines, but that the Rio Grande and Rock Island used the same track," Ed writes. "As I remember it, when the Santa Fe operated a single-track line between those two points, the C&S had trackage rights and pooled engines, cabooses, and crews (and still does). At one time the Rock Island had trackage rights over the Denver & Rio Grande's single track between Denver and Pueblo but ceased running trains thereon prior to World War I.

"During that war, the U.S. Railroad Administration ordered the Santa Fe and D&RG to operate their two separate lines as double track. This operation was too complicated for me to explain here. It did not involve D&RG in the Santa Fe-C&S pool but meant simply that all Santa Fe, C&S, and Rio Grande trains used one track southbound and the other northbound. This is still in effect today. Incidentally, the joint track setup is not between Denver and Pueblo but is between South Denver and Bragdon, a few miles north of Pueblo. Mr. Ranck errs in saying Las Cruces, N.M., is where you change trains to Deming. Actually, Rincon, N.M., 43 miles north of Las Cruces, is the point on the Santa Fe's route between Albuquerque and El Paso where the line to Deming, Silver City, etc., take off."

The following comment comes from another reader, Dr. Rolland B. Moore, former Railway Mail clerk, Box 355, Allerton, Iowa 50008; "I like 'Last of the Boomers' so much that I gave it to my mail carrier to read." ●

STUART T. SAUNDERS, chairman of Penn Central, said the Federal Government should subsidize long-haul passenger service by rail or the service should be phased out "promptly." Addressing the N.Y. Chamber of Commerce, he urged that the Government create a National Railroad Passenger Council to study the problem without "emotionalism." Such a council—made up of representatives from the railroads, the public, and Federal transportation agencies—could help Congress develop a new national policy on rail-passenger service. He thus echoed Interstate Commerce Commission Chairman Paul J. Tierney's recent call for a Congressional review of railroad passenger-service ills. ●

HUMAN INTEREST. Canadian Pacific's oldest pensioner, John Walker, born in 1865, is still enjoying life at age 103. He looks like about 75 and he said to a reporter who interviewed him the other day: "I don't feel any older than you do, son." His first job was hoeing turnips at 25 cents a day for a 10-hour day. In 1880 he became a waterboy on CPR construction out of Portage la Prairie, Man.; then an engine wiper at Brandon, Man.; later a fireman on woodburners, an engineer, and retirement in 1930.

Train radio, ordinarily reserved for use in train operation, helped to quiet a protesting passenger recently on the Louisville & Nashville's *Humming Bird*. The passenger, a baby boy, was wailing over the loss of his pacifier. His mother appealed to conductor C. A. Clements, who used a pocket radio to tell his problem to the engineer, E. F. Minder. The hogger radioed the need to a train dispatcher at Mobile, Ala., who promptly telephoned to J. C. Sims, agent at Flomaton, Ala., where the *Humming Bird* was due in 25 minutes. When the train arrived, Sims was waiting on the platform with a new pacifier.

If you read T. Wayne Wigton's article on the Burlington's first *Zephyr* train in our July issue, you may be interested to learn that Baron Laubenfels, the system's assistant chief engineer, who has just retired, played a major role in elevating the outer rails of curved track and upgrading the track structure for fast *Zephyr* operations. Mr. Laubenfels is the third generation of civil engineers to have worked for the Burlington.

In 1914, while firing a Canadian Pacific passenger run from Toronto to MacTier, Ont., Robert Hoar had one of those close calls that make good conversation pieces when oldtimers get together. Says he: "At Eden the track went over a high bridge and, as usual, we crossed it safely. But just as the last car cleared it, the watchman noticed that the bridge was tilted at one end and almost immediately afterward it collapsed! Another train, behind us, was warned in time to avoid disaster."

The Southern Pacific lent caboose 1261 to William F. Knapke, retired SP conductor, who reached the age of 99 on July 17, for use in a party at which Bill autographed copies of his already-famous book, *The Railroad Caboose*. This party was staged by Old Pueblo Chapter of the NHRS, Mrs. Virginia Horky, secretary. The crummy was parked near the passenger station at Tucson, Ariz., the city in which Bill lives at Casita Serena, 2302 N. Columbus Avenue, and nearly 400 people attended. Many copies of the book were sold. Also, he was interviewed for 15 minutes on a local TV program. Two Tucson newspapers published illustrated feature articles about Bill Knapke and his book, all of which makes the author feel mighty good.

A railroad porter's son, Lincoln Alexander, who recently captured Hamilton West, Ont., by a margin of 268 votes, is the first Negro ever elected to Canada's Parliament.

On Feb. 22, 1905, H. A. Cooper was firing a passenger train for Jack Clancy on the Northwestern Pacific out

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It was all new to Joe. Like most men, he'd hardly ever heard of Accident Investigation. He didn't know the first thing about it. Yet, Joe Miller felt he had found the perfect opportunity.

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● That more and more men are urgently needed to investigate and settle some 22 million accidents and losses every year for insurance and other companies—and the accident rate goes up steadily.

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So there it was. The opportunity of a lifetime and the way to grab it. Joe did—fast. He enrolled for Universal's correspondence training at the mere cost of cigarette money.

HE TRAINED WITHOUT RISK, IN HIS SPARE TIME AT HOME

It was suprisingly easy. Joe simply studied his lessons-by-mail. He did it in his spare time, at home, at his own pace. He didn't risk a single paycheck because he kept right on with his old job while he trained.

In brief, clear, interesting lessons, Joe learned exactly how to step in and start making money quickly in Accident Investigation. And, obviously, that's what he did. But even today, successful as he is, Joe says: "If at any time I'm in doubt, I refer to my Universal books."

Joe Miller's income is unusually high and it is not typical of the industry. He's become a busy specialist in storm loss adjusting. But it does show the huge potential in Accident Investigation—even for men with no college and no experience. For example, here are some reports from recent Universal students:

My income has more than doubled." —*James T. Woodruff of Louisiana.*

"An immediate 40% increase in wages."—*Bill Ruhnke of Missouri.*

"A raise every three months for the next two years, plus new car and expense account."—*Oscar Singletary of Georgia.*

"Approximately 25% increase in wages, plus $125 a month for car expense." —*J. J. Dubreuil of Maryland.*

"My salary has increased by 63%." —*Marcel Roy, Canada.*

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In a matter of days, you can have in your hands the same book that put Joe Miller and so many others on the road to new success. There's no obligation. No salesman will call on you. Simply mail the coupon below or send a card to Universal Schools, 6801 Hillcrest, Dallas, Texas 75205.

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of Cloverdale, Calif., and had the firebox of engine 13 filled with wood and coal up to the crownsheet. "There were no hollow staybolts to give warning in those days," he recalls, "Just as we got out of town, the crow's-feet staybolt that held the boiler in place busted. The tallowpot oil can fell from the oil tray onto the deck, and the boilerhead bulged out like a balloon. 'Turn the squirt hose into the firebox!' Clancy yelled, and I did. As the steam dropped, the boilerhead went back into place. I used the injector as the pressure, which was 110, and we got into Tiburon terminal on time. It was a close call."

Sadly we report the death of S. Bernie Brooke of Kamloops, B.C., the Canadian National conductor pictured in a caboose on our Nov. '67 cover.

"Photo of two Belfast & Moosehead Lake diesels in July Railroad took my memory back 23 years to a time when the road had two 10-wheeled steamers, and an open-end coach with a pot-bellied coal stove," writes William D. Combs, 1515 18th Ave. Dr. W., Bradenton, Fla. 33505, "and a train and engine crew consisting of Pat Shaw, Charles Page, Frank Holmes, C. H. Young, and Ross Freeman. How many of them are alive today?"

"My uncle, Walter Brill, a pensioned Lehigh Valley engineer, served as fireman last summer on the Carroll Park & Western steam locomotive used in filming the feature movie *The Molly Maguires* at Bloomsburg, Pa.," writes Roy F. Brill, 7-B Mary Ella Drive, Wilmington, Del. 19805. (The CP&W, America's only 4-foot-gage railroad, is operated by Carroll C. Stahl, No. 45 in our *Interesting Railfans* series.)

A 15-year-old steam fan, Michael Ray Williams of Kansas City, Mo., was particularly fond of Burlington engine 3632 and rode behind her on several fantrips. Recently the lad was drowned in the Missouri River, reports James Theodore Hatfield of Kansas City, and he was buried with a photo of the famous old engine in his pocket. ●

OVERSEAS. Indian railways plan to start their high-speed era Oct. 2nd by inaugurating a train to link Delhi and Calcutta in 17½ hours (present time, 24 hours). Other fast runs will serve Bombay and Madras.

The other day a publishing house asked British Railways to run an excursion train for its employees from London, England, to a disused passenger depot, reports Joseph Fox of London. Such buildings are usually razed and the tracks torn up. BR suggested that the party be held at Newbury Racecourse Station, which is normally used only on racing days. So they ran a six-coach special with a van for dancing enroute, taking the picnickers on a 60-mile ride to the appointed spot, where they frolicked on the platform.

When MGM was making the movie *Dark of the Sun* (now being shown throughout the U.S.A. and elsewhere), using a 66-year-old steam loco on the Island of Jamaica in the West Indies, passengers on a regular express run (diesel-powered) insisted that their train be stopped so they could watch the old steamer on a parallel track laboring up a grade with a freight train.

South Vietnam's (narrow-gage) trains don't run on time. It is almost a miracle if they run at all, because the Viet Cong always have open season on them. The Saigon-Dong-ha Express manages to keep going after a fashion, covering the 75 miles from the capital to the seashore and then running another 125 miles to Tuy Hoa. Soldiers ride the car tops and among the passengers. ●

The Joe Lavelle Legend

THE LATE Joseph Lavelle has become a legend to the railfan fraternity. For many years that generous, lonely, modest, shabby little man, partly bald and with the sight of one eye gone, was the envy of engine-picture collectors all over the globe.

Joe never married. He lived with his widowed mother in the Woodside section of New York City within sight of Long Island Rail Road tracks and worked in a hardware store. Two small rooms in his two-story home were neatly filled with about 35,000 pictures of North American steam locomotives and trains, all different, filed and classified, and nearly that number of negatives. All were actual photos, not clipped from publications. Many were quite old, with historic value. It is safe to say that Joe had the world's largest privately-owned engine-picture collection. Several times we published that claim. We have yet to hear of anyone disputing it.

Joe snapped most of his pix on long railfan tours, often alone, sometimes with a companion, using a postcard-size camera with an anastigmat f6.3 lens. He did his own developing, printing, and enlarging. Thousands of photos he acquired by swapping with fellow hobbyists or borrowing and copying. A very few he bought for cash. The rest were gifts from railroad companies, locomotive builders, and other sources.

Joe sold copies of many of his photos to fans; but from 1929 until his death in 1953, whenever *Railroad Magazine* needed certain pictures in a hurry, he would dig them out of his huge files and rush them to our office, free of charge. His lifetime regret was the bad eye which kept him from getting a job in LIRR engine service.

Joseph Lavelle as he looked in 1935.
Collection of Thomas T. Taber

Thomas T. Taber, founder of the Railroadians of America, who knew Joe very well, recalls his "most embarrassing moment." As Tom puts it: "One Saturday afternoon Joe and I were on Staten Island (part of New York City) at the St. George engine terminal, snapping steam locomotives. This was long before electrification, and Staten Island had many engines. Joe, walking backward to get all of a certain engine in the finder of his camera, stepped back over a rail and fell head-over-heels into an ash pit filled with water about five feet deep. After a huge splash, his head quickly emerged. Then he took a deep breath, disappeared below the surface, felt around until he located his camera, and finally crawled out. After drying off in the boilerhouse, he commented: 'Gee, they must have sneaked that man-trap in there since the last time we were over here.'"

After his death at age 61, Joe's mother divided his fabulous collection of pix and negatives among four of his friends: H. L. Goldsmith, Wm. Bissenger, Harold Fagerberg, and Edward Lore, all living then on Long Island. ●

I'd like to give this to my fellow men...

while I am still able to help!

I was young once, as you may be — today I am older. Not too old to enjoy the fruits of my work, but older in the sense of being wiser. And once I was poor, desperately poor. Today almost any man can stretch his income to make ends meet. Today, there are few who hunger for bread and shelter. But in my youth I knew the pinch of poverty; the emptiness of hunger; the cold stare of the creditor who would not take excuses for money. Today, all that is past. And behind my city house, my summer home, my Cadillacs, my winter-long vacations and my sense of independence—behind all the wealth of cash and deep inner satisfaction that I enjoy—there is one simple secret. It is this secret that I would like to impart to you. If you are satisfied with a humdrum life of service to another master, turn this page now—read no more. If you are interested in a fuller life, free from bosses, free from worries, free from fears, read further. This message may be meant for you.

By Victor B. Mason

I am printing my message in a magazine. It may come to the attention of thousands of eyes. But of all those thousands, only a few will have the vision to understand. Many may read; but of a thousand only you may have the intuition, the sensitivity, to understand that what I am writing may be intended for you—may be the tide that shapes your destiny, which, taken at the crest, carries you to levels of independence beyond the dreams of avarice.

Don't misunderstand me. There is no mysticism in this. I am not speaking of occult things, of innumerable laws of nature that will sweep you to success without effort on your part. That sort of talk is *rubbish!* And anyone who tries to tell you that you can *think* your way to riches without effort is a false friend. I am too much of a realist for that. And I hope you are.

I hope you are the kind of man—if you have read this far—who knows that anything worthwhile has to be *earned!* I hope you have learned that there is no reward without effort. If you have learned this, then you may be ready to take the next step in the development of your karma—you may be ready to learn and use the secret I have to impart.

I Have All The Money I Need

In my own life I have gone beyond the need of money. I have it. I have gone beyond the need of gain. I have two businesses that pay me an income well above any amount I have need for. And, in addition, I have the satisfaction—the deep satisfaction—of knowing that I have put more than three hundred other men in businesses of their own. Since I have no need for money, the greatest satisfaction I get from life is sharing my secret of personal independence with others—seeing them achieve the same heights of happiness that have come into my own life.

Please don't misunderstand this statement. I am not a philanthropist. I believe that charity is something that no proud man will accept. I have never seen a man who was worth his salt who would accept something for nothing. I have never met a highly successful man whom the world respected who did not sacrifice something to gain his position. And, unless you are willing to make at least half the effort, I'm not interested in giving you a "leg up" to the achievement of your goal. Frankly, I'm going to charge you something for the secret I give you. Not a lot—but enough to make me believe that you are a little above the fellows who merely "wish" for success and are not willing to sacrifice something to get it.

A Fascinating and Peculiar Business

I have a business that is peculiar—one of my businesses. The unusual thing about it is that it is needed in every little community throughout this country. But it is a business that will never be invaded by the "big fellows." It has to be handled on a local basis. No giant octopus can ever gobble up the whole thing. No big combine is ever going to destroy it. It is essentially a "one man" business that can be operated without outside help. It is a business that is good summer and winter. It is a business that is growing each year. And, it is a business that can be started on an investment so small that it is within the reach of anyone who has a television set. But it has nothing to do with television.

This business has another peculiarity. It can be started at home in spare time. No risk to present job. No risk to present income. And no need to let anyone else know you are "on your own." It can be run as a spare time business for extra money. Or, as it grows to the point where it is paying more than your present salary, it can be expanded into a full time business—overnight. It can give you a sense of personal independence that will free you forever from the fear of lay-off, loss of job, depressions, or economic reverses.

Are You Mechanically Inclined?

While the operation of this business is partly automatic, it won't run itself. If you are to use it as a stepping stone to independence, you must be able to work with your hands, use such tools as hammer and screw driver, and enjoy getting into a pair of blue jeans and rolling up your sleeves. But two hours a day of manual work will keep your "factory" running 24 hours turning out a product that has a steady and ready sale in every community. A half dollar spent for raw materials can bring you six dollars in cash—six times a day.

In this message I'm not going to try to tell you the entire story. There is not enough space on this page. And, I am not going to ask you to spend a penny now to learn the secret. I'll send you all the information, free. If you are interested in becoming independent, in becoming your own boss, in knowing the sweet fruits of success as I know them, send me your name. That's all. Just your name. I won't ask you for a penny. I'll send you all the information about one of the most fascinating businesses you can imagine. With these facts, you will make your own investigation. You will check up on conditions in your neighborhood. You will weigh and analyze the whole proposition. Then, and then only, if you decide to take the next step, I'll allow you to invest $15.00. And even then, if you decide that your fifteen dollars has been badly invested I'll return it to you. Don't hesitate to send your name. I have no salesmen. I will merely write you a long letter and send you complete facts about the business I have found to be so successful. After that, you make the decisions.

Does Happiness Hang on Your Decision?

Don't put this off. It may be a coincidence that you are reading these words right now. Or, it may be a matter that is more deeply connected with your destiny than either of us can say. There is only one thing certain: If you have read this far you are interested in the kind of independence I enjoy. And if that is true, then you must take the next step. No coupon on this advertisement. If you don't think enough of your future happiness and prosperity to write your name on a postcard and mail it to me, forget the whole thing. But if you think there is a destiny that shapes men's lives, send your name now. What I send you may convince you of the truth of this proverb. And what I send you will not cost a penny, now or at any other time.

VICTOR B. MASON
1512 Jarvis Ave., Suite M-7-KO
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This collector's edition is authentic Americana, at once a beautifully printed showpiece and a valued aid in preserving the past glory on railroads. Price on publication, Fall 1968, $13.95. Order now and save at $11.25 pre-publication price.

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By Robert C. Reed

In 1853, 46 people were killed in a head-on collision between two trains of different lines running on the same tracks at Secaucus, N.J., thus bringing to a screeching halt the fast-building early safety records of railroading. Author Reed recounts the story of this and hundreds of subsequent wrecks on the right-of-way which brought on "horror" articles, songs and scare-sketches frightening would-be passengers; he writes of the man who "hated railroads" after almost dying in a wreck, yet lived to dominate the rail scene and control the N.Y. Central—Cornelius Vanderbilt. A major work in the field, this beautiful volume is sure to become a collector's item. Price on Publication, Fall 1968, $12.95. Order now and save at pre-publication price, $10.75.

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Coming out from under wraps but still under heavy guard is Louisville & Nashville No. 3, the *General*, subject of the controversy reported in our January issue. Here, on Sept. 16, 1967, after being impounded by Mayor Ralph Kelley and police of Chattanooga, Tenn., she sits on a flatcar in L&N yard at Chattanooga, awaiting the outcome of the dispute over who owns her.

Jim Belden, 3250 Fairesta St., La Crescenta, Calif. 91214

Railfan at work: Jerry Stemkowski, of Ozone Park, N.Y. City, checks timetable on a fan excursion. Photo by Joseph A. Mannix

Photographs of the Month

Delaware & Hudson No. 19, an Alco-PA-2, formerly Santa Fe No. 66, leaves Mechanicville, N.Y., with the southbound *Laurentian* on Easter Sunday, 1968. We didn't know the D&H had converted her to burn coal!

Jack Armstrong, 197 N. Summer St., Adams, Mass. 01220

Shay-geared loco No. 1926 works hard on the Graham County Railroad, which runs between Robbinsville and Topton, N.C.
Joseph A. Mannix, 33-18 161st St., Flushing, N.Y. 11458

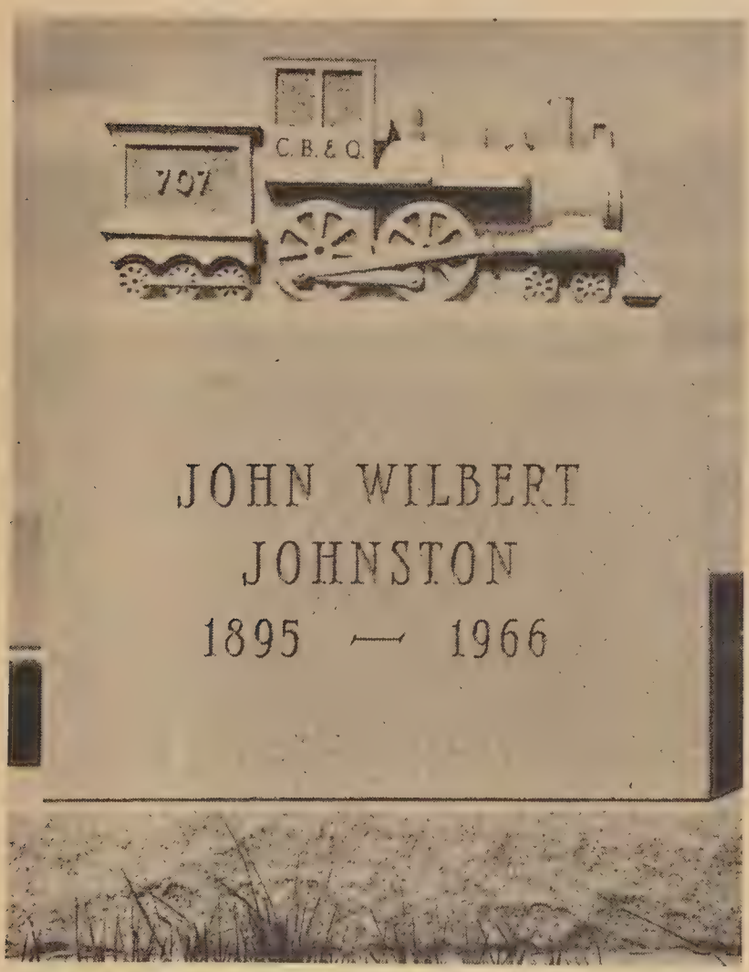
When the Livonia, Avon & Lakeville steam engine was shopped for repairs recently, excursions were made with a diesel.
Photograph by Ed Wojtas

George Voith photo, collecion of Capt. August W. Schell, Jr., 4113 Barrett Dr., Stewart Terr., Newburgh, N.Y. 12550

Obviously working hard, Baltimore & Ohio 2-8-2 No. 4494, class Q-4b, passes Halethorpe, Md., on the Baltimore Division, about a quarter of a century ago. Notice the black smoke, the semi-cylindrical water tank on the tender, and signal gantry.

Former East Tennessee & Western North Carolina 2-8-0 was returned to the Southern Railway not long ago, was restored as No. 630, and is shown here with an extra water tender on a fantrip from Cottondale to Panama City, Fla., June 29, 1968.

Emerson Lucas, 329 Brooks St. S.E., Fort Walton Beach, Fla. 32548



Tombstone of Burlington engineer at Hartsburg, Ill.

Photo by Wayne Bridges, Delavan, Ill.

W. Wilkinson, 4423 N. 11th St., Tacoma 6, Wash.

Northern Pacific 2-8-2 No. 1752, class W-3, at Tacoma, 1955.

Union Pacific's fantrip engine, 4-8-4 No. 8444, keeps busy these days trying to satisfy Western steam enthusiasts. Here she heads toward Yoder, on the mainline east of Cheyenne, Wyo. Looks like the fireman threw his old overalls into the fire.
Nathaniel Goolman, 6053 S. 2300 E., Salt Lake City, Utah 84121

Five Long Island Rail Road Alco RS-1 locos in orange and gray stood idle in the layup yard at Ronkonkoma, N.Y., one Sunday afternoon last May. They had just brought in a long string of hopper cars laden with stone for a nearby crushing-plant and were waiting to return to Jamaica with caboose.
J.P. Krzenski, 28 Donna Pl., East Islip, N.Y. 11730

GRAHAME H. HARDY: 1907-1968

Author, publisher, railfan, collector, and dealer in railroadiana, Grahame Hardy is shown here in 1950 holding a telegraph relay from the Virginia City, Nev., depot of the Virginia & Truckee, his favorite railroad. On the old railroad office desk are some other mementoes. He was one of the nation's best-known railfans. His wife, Paula, was a big help in carrying on his business. (Obituary on page 54)

Illinois Central's first Alco road diesels, Century 636 twelve-wheel 3,600-hp. locos, lead an empty unit train back to the southern Illinois coal fields, June 20, 1968; seen here crossing CB&Q at Centralia, Ill.

Burrell P. Spieth, 509 E. 7th St., Centralia, Ill. 62801

Photograph by C. W. Jernstrom, 822 Pelham Dr., Fort Wayne, Ind.

Superhighway bridge over tracks was being built as Missouri-Kansas-Texas 4-6-2 No. 410 brought its train into Kansas City, Mo., on June 14, 1950. Three mail cars and only one coach reflected the decline even then evident in rail passenger service.

I WORK ON A WRECKING CREW

True Tale by Jim De Nardo

LIKE the Supreme Court of the United States, the Grand Trunk Western wrecking crew of which I am a member consists of nine men. We are called out to clean up wrecks and derailments; and whenever the pile-up is spectacular, hundreds of busybodies, including railfans, of which I also am one, flock to the scene to watch us work.

Have you ever noticed how disaster or trouble attracts spectators? People like to see what is going on, even if it is only a woman on a stretcher being lifted into an ambulance; and the more serious the tragedy, the more they are fascinated. Some of those standing around the wreck are downright morbid. Others are merely curious; they are bored with the routine of everyday life and crave excitement. A lot of people get a kick out of viewing someone else's bad luck, especially when death or sex is involved, and certainly in case of a fire or serious wreckage caused by a tornado, a flood, the collapse of a bridge or a building, or a train wreck. They seem to be thinking, "I'm glad it happened to you and not to me."

As a rule, such people are inquisitive. They ask me questions like "What division do you come from?" and "What do you do with your time when there are no wrecks?" and "How much can your derrick lift?" I will answer these questions now and tell you something about wrecking crews.

Like doctors and city firemen, we are subject to emergency call at any time of day or night. Our "big hook" is a huge, powerful, 250-ton derrick that can pick up any locomotive or railcar and, ever so gently, set it back on the rails. The car which carries it is the most important part of our highly-specialized train. Three flatcars follow the big hook: a cable car, a track car, and a rail and tie car. Behind them is coupled a tool car loaded with jacks, rope, ladders, blocks, and all the other equipment that our crew needs. Next in the wrecking train is the kitchen (and dining) car, an old converted passenger coach in which we eat mostly "meat and potatoes" meals, with bacon and eggs for breakfast—maybe for days or even weeks at a time, as long as the job lasts. A good cook is a "must" for a wrecking crew, and ours is one of the best.

After the kitchen-on-wheels comes a converted boxcar filled with electric power generators, lockers, sinks, and

even a shower stall, for a shower is very necessary if you engage in hard labor and sweat like a horse. At the end of the wrecking train is not a caboose but something very similar, a bunk car in which the crew men sleep and rest—when they are not working. That last phrase is significant. I remember one time we toiled 53 hours straight, without any shut-eye, which was pretty rugged, before we could punch a hole through the wreckage. As soon as the main is cleared, but not before, we can take it easy.

Before going any further I will tell you a little about myself. I live in Chicago at 3601 West 58th Street, am 25 years old, never smoke or drink, and have been a railroad man ever since I left school. Wouldn't want to be anything else. Besides that, I am single, am a railfan and O gage hobbyist, and belong to the Lake Shore Model Railroad Club. I want to hear from other railfans, male and female.

Work like mine is dangerous as well as exciting. I know it. My dad was on a Pennsy wrecking crew until six years ago, was injured on the job, and died as a result of the accident. That's a chance you take, an occupational hazard. I am willing to take that chance. Now I'll tell you what I do. Consider a typical wreck, if *typical* is the right word. Actually, each pile-up is different in some aspects.

My mind goes back to May 5th last year. I was sleeping soundly at home shortly after midnight when a persistent telephone ringing woke me up. Goodbye, sweet dreams! I glanced at the clock: 1:05. Damn it! Even before picking up the receiver I sensed that something was wrong. It was. My boss, the wrecking foreman, at the other end of the wire told me that a bad spill at Belleview, Michigan, with 24 cars derailed, had blocked the main line in both directions and I should bring along extra clothes because we'd be gone at least four days.

After dressing quickly, I reached the car shops, where the wrecker train is kept, at 1:30 that morning. The weather was mild and the sky luminous with stars. We filled the water tanks in the kitchen car while the cook was at the store buying enough groceries to last us a few days. At 1:55 a switch engine coupled onto our train and pulled it out to the ready track, and twenty minutes later two big clanking GP-9's tied onto us. Then a car knocker (in-

Vivid scenes such as these are the reason for wrecking crews and their special equipment, as described here by Grand Trunk Western crewman Jim De Nardo.

Photographs from the author

spector) gave the train an air test. As we rolled out of the yard in early morning, the trainmaster climbed aboard, saying he'd ride with us and we'd have a clear board all the way. He said all the derailed cars were loaded with automobile parts for General Motors and one of them, a giant "high-cube" boxcar, had knocked down a large building.

As the wrecker headed down the main line, we made ourselves as comfortable as we could in our "home away from home" while the cook was busily frying bacon and eggs to satisfy our hungry appetites. Around 6:30 a.m. we rumbled into Battle Creek yard to change locomotives and train crews. A switch engine took us the rest of the way to Belleview, 180 miles from Chicago. At seven we reached the scene of derailment and as we climbed off the train and began walking toward the pile-up I saw hundreds of curiosity-seekers milling about. Another wrecker, from Durand, Michigan, was already working at the other end of the mess. Its boom jutted skyward and its big hook was reaching down to lift one boxcar from off the top of another. With a wrecker active at each end and with the help of three huge bulldozers, we felt sure that at least one of the main tracks would be open that evening.

By five p.m. we had punched through the dismal pile of wreckage. Then the wreckers pulled into a siding and the gandy dancers began building a "shoo-fly," or temporary track, between the twisted freight cars. My watch showed eight o'clock that night when trains started running at a restricted speed of five miles per hour along the eastbound main. With sighs of relief, our crew washed up, ate our meat and potatoes and pie and coffee in the kitchen car, and ambled back to the bunk car to hit the hay.

But none of us was permitted to oversleep. At 5:15 next morning our foreman woke us up. We shaved, showered, and dressed. Yes, in these modern times we indulge in the little luxuries of bathing and removing the hair from our faces—both of which help to keep up a fellow's morale—before beginning another day's work. I am sure that in the days when my father hired out to the Pennsy not many wrecking crew members had the opportunity of showering or shaving every morning in their bunk cars. Then, after eating a hearty breakfast, both Grand Trunk Western wrecking crews were ready at six o'clock for more action. Under orders to clear the main line, we toiled steadily all day, all night, and until four o'clock the following afternoon before this was done,

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The Wreck

WOODEN coaches were battered,
Train was torn in two,
And yet no passenger injured,
Nobody killed but the crew!
None but the men on the engine,
Hogger and fireman, too;
Didn't we get off lucky?
Nobody killed but the crew!

—Glen Green

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which meant 34 hours straight without any shut-eye. When we finally tumbled into our bunks, we were dead to the world almost instantly.

During the next few days we rerailed freight cars with the aid of big hooks and bulldozers, putting different trucks beneath the battered cars if the original trucks were damaged too badly. The body, but not the underframe, of one high-cube boxcar had been cut in half and it took us eight tedious hours to re-rail. This car's trucks had been buried in four feet of mud stuck between twisted rails and broken ties that were underneath it. By using two wrecking cranes and a bulldozer, we tried to move the high-cube closer to the track; but the more we yanked, the deeper it sank into the mire. At length, after we had got the damned thing a little nearer the rails, a crane hooked a cable around one end of the car and raised it somewhat. Then we put railroad ties in the mud beneath it, which enabled us to slide the car closer to the track. Finally the big derricks put the trucks on the rails and set the high-cube on them.

After all 24 cars had been rerailed, we had to figure out a way to get them back to the shops in Battle Creek to be repaired and scraped clean or sent home on flatcars. Some of the cripples had no couplers. Others had dragging parts; the ends and sides of still others were broken so that their loads were partially hanging out. We spent a whole day just getting those cars together and adjusting their loads or burning off the dragging parts before we could haul them back to the shops.

Trundling those crippled cars over the rails for the first ten miles took six hours. Twice the chains broke or came apart between the cars. Once we had to doctor a hotbox because there was dirt in the journal box, which was bent and rubbing against the bearings. To do this, we took siding and let three other trains pass by. All the way to Battle Creek we ran very slowly, especially around curves, because some of the disabled cars were leaning to one side and even a little jerk might have thrown them off their trucks into a ditch.

When, at last, we set out those cars in the Battle Creek yard, we rejoiced in the thought that our task was done. We were told that our wrecking train would be tied onto the tail of the next freight headed for Chicago. Having been on the road for seven long and exhausting days, every man on the wrecking crew was eager to get home. I could see how they felt from the fact that everybody seemed to be watching the mileposts as we started along the main line toward Chicago. *Home, home, home,* the rails kept singing as we sped along.

But as we rolled into Elsden yard of the Grand Trunk Western at journey's end, each man happily looking forward to a much-needed rest, the yardmaster greeted us casually with an order to go over to track 16 and rerail two cars that had turned over a few days before. I glanced around at my tired companions. They suddenly had sad, long faces. However, without too much grumbling, we switched our outfit over to track 16 and went to work again. Railroad men get used to unpleasant surprises.

Although wrecking-crew work is tough, dirty, and hazardous, it is not unrewarding. Deep down inside, you feel good when you realize that the whole railroad is counting on you to clean up a wreck. It all seems worthwhile, after you have gotten a nasty derailment out of the way, to have the company president or some other big brass collar come up to you and say heartily, "You guys did a great job!" Even more satisfying is the knowledge that you and the other members of your crew were responsible for giving the main line a "clear board."

Locomotive Roster of Soo Line Railroad

Compiled by Sy Reich

Soo Line road Nos.	Former owner	Former road numbers	HP	Builder	Builder's model	Wheel Arran.	Tract. Effort	Weight	Date	Notes
100-101	DSS&A	100-101	1000	Alco-GE	RS-1	B-B	60,875	243,500	1945	1
102-105	DSS&A	102-105	1000	Alco-GE	RS-1	B-B	61,875	247,500	1946-7	1, 2
106	DSS&A	106	1000	Alco-GE	RS-1	B-B	61,875	247,500	1947	
107	DSS&A	107	1000	Alco-GE	RS-1	B-B	61,550	246,200	1951	2
200A, B-204A, B	MSP&SSM	200A, B-204A, B	1500	GM-EMD	F3A	B-B	57,680	230,725	1947-8	3
205A, B-206A, B	MSP&SSM	205A, B-206A, B	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	4
207A, B-209A, B	MSP&SSM	207A, B-209A, B	1500	Alco-GE	FA-1	B-B	59,500	238,000	1948	3, 4
210A, B-211A, B	MSP&SSM	210A, B-211A, B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4
212A, B	MSP&SSM	212A, B	1500	GM-EMD	F7A	B-B	57,575	230,300	1951	
213A, B-214A, B	MSP&SSM	213A, B-214A, B	1500	GM-EMD	F7A	B-B	57,575	230,300	1952	
300-301	MSP&SSM	300-301	1000	GM-EMC	NW2	B-B	62,640	250,560	1939	
310	MSP&SSM	310	1000	Baldwin	VO 1000	B-B	60,933	243,730	1945	2
311-312	MSP&SSM	311-312	1000	BW	DS 4-4-1000	B-B	57,735	229,500	1949	2
313-314	MSP&SSM	313-314	1200	BLHW	S-12	B-B	59,250	237,000	1952	2
315	MSP&SSM	315	1200	FM	H12-44	B-B	60,745	242,980	1952	
316-319	MSP&SSM	316-319	1200	FM	H12-44	B-B	60,745	242,980	1954	
320	MSP&SSM	320	600	GM-EMC	SW1	B-B	50,630	202,520	1939	
321-328	MSP&SSM	321-328	1200	GM-EMD	SW1200	B-B	61,795	247,180	1954-5	
330	MSP&SSM	330	380	GE	44-ton	B-B	22,000	88,000	1941	12
350-353	MSP&SSM	350-353	1000	Alco	RS-1	B-B	60,575	242,300	1954	
360-367	MSP&SSM	360-367	1500	BW	DRS 4-4-1500	B-B	63,250	253,000	1947-8	2, 4, 5
368-369	MSP&SSM	368-369	1500	Alco-GE	RSC-2	A1A-A1A	40,425	242,500	1949	6
370-371 (1st)	MSP&SSM	370-371 (1st)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	252,500	1949	6
371 (2nd)	MSP&SSM	371 (2nd)	1500	Alco-GE	RSC-2	A1A-A1A	40,425	252,500	1949	6
372-374	MSP&SSM	372-374	1600	Alco-GE	RSC-3	A1A-A1A	41,795	250,760	1950	2
375-376	MSP&SSM	375-376	1500	GM-EMD	GP7	B-B	60,075	240,300	1950	
377-378	MSP&SSM	377-378	1500	GM-EMD	GP7	B-B	60,075	240,300	1951	
379-380	MSP&SSM	379-380	1600	BLHW	AS-16	B-B	64,000	256,000	1951	2
381-383	MSP&SSM	381-383	1500	GM-EMD	GP7	B-B	60,075	240,300	1952	
384-386	DSS&A	200-202	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1949	2
387	DSS&A	203	1500	BW	DRS 6-6-1500	C-C	82,450	329,800	1950	2
388-392	DSS&A	204-208	1600	BLHW	AS-616	C-C	81,550	326,200	1951	2
393-394	DSS&A	209-210	1600	BLHW	AS-616	C-C	82,275	329,100	1952	2
395	DSS&A	211	1600	BLHW	AS-616	C-C	89,500	358,000	1952	2
396-398	DSS&A	300-302	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1949	2
399	DSS&A	303	2000	BW	DT 6-6-2000	C-C	88,687	354,750	1950	2
400-410	MSP&SSM	400-410	1750	GM-EMD	GP9	B-B	61,585	246,340	1954-55	
411	MSP&SSM	411	1750	GM-EMD	GP9	B-B	61,585	246,340	1956	
412-414	MSP&SSM	412-414	1750	GM-EMD	GP9	B-B	61,585	246,340	1957	
415-416	Soo Line	415-416	2400	Alco Pr.	RS-27	B-B	(?)	(?)	1962	6
500A	MSP&SSM	500A	1500	GM-EMD	FP7A	B-B	64,245	256,980	1949	11
501A	MSP&SSM	501A	1500	GM-EMD	FP7A	B-B	64,245	256,980	1950	
500C-501C	MSP&SSM	500C-501C	1500	GM-EMD	F7B	B-B	64,245	256,980	1949	2, 11
502A-503A	MSP&SSM	502-A-503A	1500	GM-EMD	FP7A	B-B	63,110	252,450	1951	
502C-503C	MSP&SSM	502C-503C	1500	GM-EMD	F7B	B-B	63,110	252,450	1951	
504-505	MSP&SSM	504-505	1500	GM-EMD	FP7A	B-B	64,300	257,200	1952	
550-552	MSP&SSM	550-552	1750	GM-EMD	GP9	B-B	62,885	251,540	1954	
553-556	MSP&SSM	553-556	1750	GM-EMD	GP9	B-B	62,885	251,540	1955	
557-558	MSP&SSM	557-558	1750	GM-EMD	GP9	B-B	62,885	251,540	1956	
700-721	Soo Line	700-721	2250	GM-EMD	GP30	B-B	(?)	(?)	1963	4
722-725	Soo Line	722-725	2500	GM-EMD	GP35	B-B	(?)	(?)	1964	3
726-731	Soo Line	726-731	2500	GM-EMD	GP35	B-B	(?)	(?)	1964-5	3
732-735	Soo Line	732-735	3000	GM-EMD	GP40	B-B	(?)	(?)	1967	
800-809	Soo Line	800-809	3000	GE	U30C	C-C	(?)	(?)	1968	
2100-2102	WC	2100-2102	900	GM-EMC	NW1A	B-B	63,250	253,000	1938	2
2103-2104	WC	2103-2104	1000	Alco-GE	S2	B-B	57,750	231,000	1942	2, 8
2105-2107	WC	2105-2107	1000	Alco-GE	S2	B-B	57,750	231,000	1946	
2108	WC	2108	1000	GM-EMD	NW2	B-B	61,410	245,640	1948	
2109-2110	WC	2109-2110	1000	Alco-GE	S2	B-B	57,500	230,000	1949	
2111-2115	WC	2111-2115	1200	GM-EMD	SW9	B-B	61,775	247,100	1952	
2116	WC	2116	1000	Alco-GE	S4	B-B	57,500	230,000	1952	
2117-2119	WC	2117-2119	1200	GM-EMD	SW9	B-B	61,775	247,100	1953	
2120-2127	WC	2120-2127	1200	GM-EMD	SW1200	B-B	61,795	247,180	1955	
2200A, B	WC	2200A, B	1500	GM-EMD	F3A	B-B	57,085	228,260	1948	
2200C	WC	2200C	1500	GM-EMD	F3B	B-B	57,085	228,260	1948	
2201A, B-2203A, B	WC	2201A, B-2203A, B	1500	GM-EMD	F7A	B-B	58,485	233,940	1949	
2201C-2203C	WC	2201C-2203C	1500	GM-EMD	F7B	B-B	58,485	233,940	1949	
2204C	WC	2204C	1500	GM-EMD	F7B	B-B	(?)	(?)	1952	
2220A, B-2222A, B	WC	2220A, B-2222A, B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4
2223A, B	WC	2223A, B	1500	Alco-GE	FA-1	B-B	58,250	233,000	1949	4
2224A, B-2225A, B	WC	2224A, B-2225A, B	1500	GM-EMD	F7A	B-B	57,575	230,300	1950	
2226A, B-2227A, B	WC	2226A, B-2227A, B	1500	GM-EMD	F7A	B-B	57,575	230,300	1951	
2228A, B-2230A, B	WC	2228A, B-2230A, B	1500	GM-EMD	F7A	B-B	57,575	230,300	1953	
2360-2361	WC	2360-2361	1000	Alco-GE	RS-1	B-B	60,575	242,300	1950	9
2362	WC	2362	1000	Alco-GE	RS-1	B-B	60,575	242,300	1950	9
2363-2364	WC	2363-2364	1000	Alco-GE	RS-1	B-B	60,575	242,300	1951	9
2365-2367	WC	2365-2367	1000	Alco-GE	RS-1	B-B	60,575	242,300	1951	2, 9
2368	WC	2368	1000	Alco-GE	RS-1	B-B	60,575	242,300	1952	2
2380	WC	2380	1600	Alco-GE	RSC-3	A1A-A1A	41,850	251,100	1951	10
2381	WC	2381	1750	GM-EMD	SD9	C-C	74,150	296,600	1954	
2400-2409	WC	2400-2409	1750	GM-EMD	GP9	B-B	61,585	246,340	1954	
2410	WC	2410	1750	GM-EMD	GP9	B-B	61,585	246,340	1956	
2411-2413	WC	2411-2413	1750	GM-EMD	GP9	B-B	61,585	246,340	1957	
2500A	WC	2500A	1500	GM-EMD	FP7A	B-B	64,245	256,980	1949	11
2500C-2501C	WC	2500C-2501C	1500	GM-EMD	F7B	B-B	64,245	256,980	1949	11
2501A	WC	2501A	1500	GM-EMD	FP7A	B-B	64,245	256,980	1950	
2550-2554	WC	2550-2554	1750	GM-EMD	GP9	B-B	62,885	251,540	1954	
2555	WC	2555	1750	GM-EMD	GP9	B-B	63,250	253,000	1955	
2556	WC	2556	1750	GM-EMD	GP9	B-B	63,250	253,000	1956	

Soo Line Roster Notes

Roster is compiled from incomplete data supplied by the Soo's director of public relations and is accurate as of May 1, 1968.

Abbreviations used: DSS&A, Duluth, South Shore & Atlantic Ry.; MSP&SSM, Minneapolis, St. Paul & Sault Sainte Marie; WC, Wisconsin Central; HP, horsepower; Alco-GE, American Locomotive Co.-General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GM-EMC, General Motors-Electro Motive Corp.; BW, Baldwin-Westinghouse; BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM, Fairbanks-Morse; Alco, American Locomotive Co.; GE, General Electric Co.; Alco Pr., Alco Products.

(1) 101, 103-104 were sold to Algiers, Winslow & Western, renumbered 3-5.

(2) The following units are no longer on the roster: 102, 107, 310, 312, 314, 360, 367, 374, 380, 384-399, 500C, 2100-2102, 2104, 2365, 2367-2368.

(3) 200A, B, 201B, 2043A, B, and 204B were traded for 726-731. Nos. 201A, 202A, B, and 207A were traded for 722-725.

(4) 205A, B-206A, B, 207B, 208A, B-211A, B, 366, and 2220A, B-2223A, B were traded for 700-721.

(5) 361 and 363-365 were scrapped in 1963. No. 362 sold to Durham & Southern, renumbered 362.

(6) 368 and 371 (1st) were traded to Alco Products for 415-416. Nos. 368 and 371 (1st) may have been converted to B-B before being traded. 369 was renumbered 371 (2nd) in 1963. No. 370 converted to B-B before 1963, sold to Minnesota Transfer, renumbered 202.

(7) 395 was originally BLHW demonstrator 1600, then DSS&A 211, then Soo Line 395.

(8) 2103 sold to Nekoosa Paper Co. (1965), renumbered 10.

(9) 2360, 2362, and 2364-2366 sold to Sydney & Louisburg, renumbered 209-212 and 300.

(10) 2380 converted to B-B in 1963.

(11) 500A, C, 501C, 2500A, C, and 2501C were originally GM-EMD demonstrators 9051-9053 and 7001-7003.

(12) 330 was sold to Garrison Spillway Constructors.

Soo Line 2200, a General Motors F-3 built in 1948, led a train of 82 loads and 6 empties when new, September 27, 1948.

Photo by Tronson, Lake Villa, Ill. 60046

Interesting Railfans No. 70:

HENRY B. COMSTOCK

By Freeman Hubbard

Comstock as he looked 21 years ago, inspecting the picture of a Santa Fe train in Cajon Pass that he painted for the July '47 cover of *Railroad Magazine*.

BACK in 1939, when Gilbert H. Burck resigned from the job of associate editor of *Railroad Magazine* to get considerably more pay and more status on the staff of *Fortune* magazine, which was selling at one dollar a copy, I looked around rather desperately for someone qualified to fill the vacancy. The magazine needed an experienced writer with a good background of railroad knowledge. Such people were not easy to get.

First I raided the *Railway Age* staff and hired the late Walter A. Lucas; but the day before Walter was to begin working for *Railroad*, his old boss raised his salary high enough to keep him with Simmons-Boardman Publishing Corp., where he eventually became managing editor of both the *Locomotive Cyclopedia* and *Car Builders' Cyclopedia*.

That suited Walter just fine, but it frustrated me. I renewed the search for an associate editor. At length a tall, slim, young man with a ready smile saved the day by coming into my office, then located at 280 Broadway, New York City, introducing himself as Henry B. Comstock (nicknamed "Hank"), and qualifying for the position. He had heard about it from a friend on *The New York Times*.

Besides being a magazine writer very familiar with railroading, Hank had buillt scale models of rolling stock and was a professional artist capable of doing intricate technical layouts, "cutaways," and dimensional drawings, as well as story illustrations. He was, in fact, the ideal man for the job.

"In the next seven years," he told me the other day, "I would say that we made a good team for the magazine—you pounding away at human interest and I at the nuts-and-bolts aspects of what Robert S. Henry called *This Fascinating Railroad Business*. I remember with appreciation, too, the parade of talented young staffers who helped us to put out *Railroad* during the critical years that included World War II; also our authors and illustrators, notably Joe Easley, and a host of railfan friends we could always count on for photos and specialized data. To my brother Al, who handled the department since taken over by Barbara Kreimer, and to Walter Lucas, a railroad historian of no mean stature, I owe an unforgetable debt. Their encyclopedic knowledge did much to keep our pages accurate and informative."

Meanwhile, in 1941 *Railroad* had undergone the only change of ownership in its long history. Harry Steeger, president of Popular Publications, Inc., himself a railfan, bought this magazine, among others, from its original publisher, the Frank A. Munsey Co., moved it uptown to its present address, and elevated Henry Comstock to the editorship.

In his new capacity Hank made an excellent record, as he had done previously, as an editor, writer, artist, and photographer. He showed an understanding of what the readers wanted, and the magazine continued to flourish. I remained on the staff with the vague title of research editor. The change pleased me very much. Relieved of the major duties of running a magazine and with more leisure time and a fresher mind, I concentrated on writing, which I prefer; and in 1945 my first book, *Railroad Avenue*, was published by McGraw-Hill.

The book sold so well—nearly 20,000 copies in its first year—that I quit editorial work in 1946. Hank threw a farewell party for me at his home, 334 N. Greenbush Road, Blauvelt, N.Y. (where he still lives); and I devoted the next seven and a half years to full-time free-lance writing of books and magazine articles, before I returned in 1953 to the *Railroad* editor's desk. But this is Hank's story, not mine. I have injected personal reminiscences into it because our careers were closely interwoven for eleven years. Even while I was free-lancing I kept in touch with Hank and sold him a number of features for the magazine.

HIS drawing ability was a heritage from his parents. As a pair of young illustrators, they had met and fallen in love while attending the Chicago Art Institute and had moved to New York to be near the best book and magazine markets, settling down in the northernmost apartment house on Manhattan Island.

Just beyond that spot, where Spuyten Duyvil Creek flows into the Hudson River, the *Chicago-New York Express* of the New York Central & Hudson River Railroad was wrecked spectacularly in 1882; the wooden equipment caught fire, and Webster Wagner, inventor of the Wagner sleeping cars, was burned to death in one of his own cars, despite frantic efforts by crew men and others to quench the blaze with snowballs!

The Comstocks from the Midwest weren't there at the time; but later

they found sketching subjects nearby in the granite outcroppings topped by sycamores, goats, and squatters' shanties; and Hank, the first of their two sons, was born Dec. 9, 1908.

"I was told that at the age of six months," says Hank, "I was wheeled in a baby carriage to the sharpest curve on a cobblestone road winding up Fort George Hill, to watch White and Stanley steamers chug to victory in motordom's hottest racing event of that period. A psychoanalyst could make a case out of this in explaining my pet hobby, but I doubt that this early experience had anything to do with my lifetime affection for steam power."

As a small boy he spent about 64 precious hours of each year riding trains to and from his grandparents' homes in Chicago and Milwaukee. His folks, being perceptive travelers, chose what they considered the best scenic routes for those trips—via the Erie, the B&O, and the Lehigh Valley. To Hank in those days it seemed that smooth-gliding Pullmans, with their pseudo-mahogany interiors, electric fans, and inexhaustible supplies of flat paper cups and icewater, were the ultimate in luxury. The same went for dining cars. In those mobile restaurants he mastered the art of dawdling over his meals to prolong the ecstasy of looking through chattering diner windows at, for example, the sun lifting fog blankets off the Appalachians.

He goes on: "As for the high-wheeled Atlantics up front, no words could do them justice; so I took to drawing locomotives, and in the process I painlessly learned the rules of perspective. Once a year I toted a bundle of my sketches to the Midwest, and my mother's dad cut me down to size. 'Pa' Bassett's technical criticism couldn't be questioned, because he had once pounded brass on the Lake Shore & Michigan Southern (now part of the Penn Central), working 12-hour tricks at Elyria, Ohio. Between OS's, he and a pert lady telegrapher had conducted a company-wire romance which led to a happy marriage and a move to Chicago. I am rather proud of having two railroaders in my family tree."

Facing the camera as Comstock made this shot in about 1948 was John Johns, conductor on the New York Central's Hudson Division, who wrote many railroad stories for our magazine. Johns and his two brakemen were enjoying a caboose dinner on an overnight run.

The North Shore Electric passed close to their suburban Edgewater home and equally near the farm of Hank's other grandfather on the outskirts of Milwaukee, and for that reason our hero rode the interurban.

AS HE grew up, Hank explored not only art and railroading but a variety of other interests as well. Indirectly, he owed much to his Grandfather Comstock's Wisconsin farm. There his dad had been raised—the youngest of three brothers and as big and physically fit as the Cartwright Boys on TV's *Bonanza*. Hard-working Grandad had turned 360 fertile acres of black muckland into a progressive and prosperous celery business, shipping carloads of that salad ingredient to Midwestern markets.

Hank's father wanted his sons to have at least a reasonable facsimile of his own rural background, and about the time our subject wound up his first Ives tinplate train the family moved across the Hudson River to Leonia, N.J., to a house in which the other son, Al, is living today.

At that time Leonia was a country town. Its coal yard, blacksmith shop, tonsorial parlor, and combination grocery store and post office marched up a steep hill from the shabby frame depot of the Northern Railroad of New Jersey (now part of the Erie Lackawanna). Redskins roamed the main drag and gunplay and train robberies were routine, because in those days nearby Fort Lee—not Hollywood, Calif.—was the world's motion-picture capital, and Leonia provided a backdrop for cameramen cranking out Western thrillers.

"For my own kicks," Henry Comstock recalls, "I scrambled about the Hudson River Palisades. Although I liked the outdoors and camping, I was a dud at sports. My only athletic trophy was a high-school letter in track. Blessed with long legs, I earned it by stepping over high-jump bars."

But clearing the hurdles of a formal education proved harder. "English was my worst subject," he admits. "I had trouble vivisecting sentences and identifying their parts. To me it seemed more important to put words together."

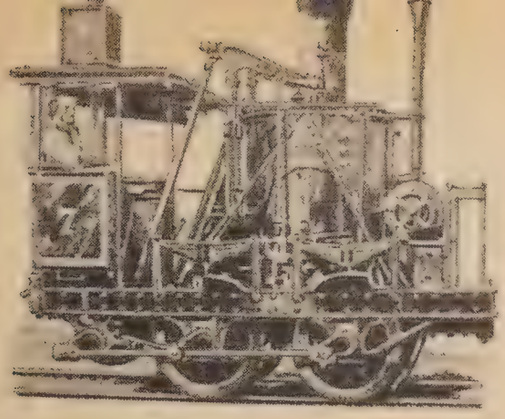
Comstock built a sectionalized layout with gang-plug-connected circuitry for American Flyer train of nephew Johnny Dalnodar and his sister, one Christmas.

He sold his first article, at age 17, to *Boy's Life* magazine. It told about an 1100-mile bicycle ride that he and a buddy had made from New York to Milwaukee. In purple prose he described the excitement of pedaling along a dirt road north of Susquehanna, Pa., flank to flank with the Erie's 24-drivered *Matt Shay*.

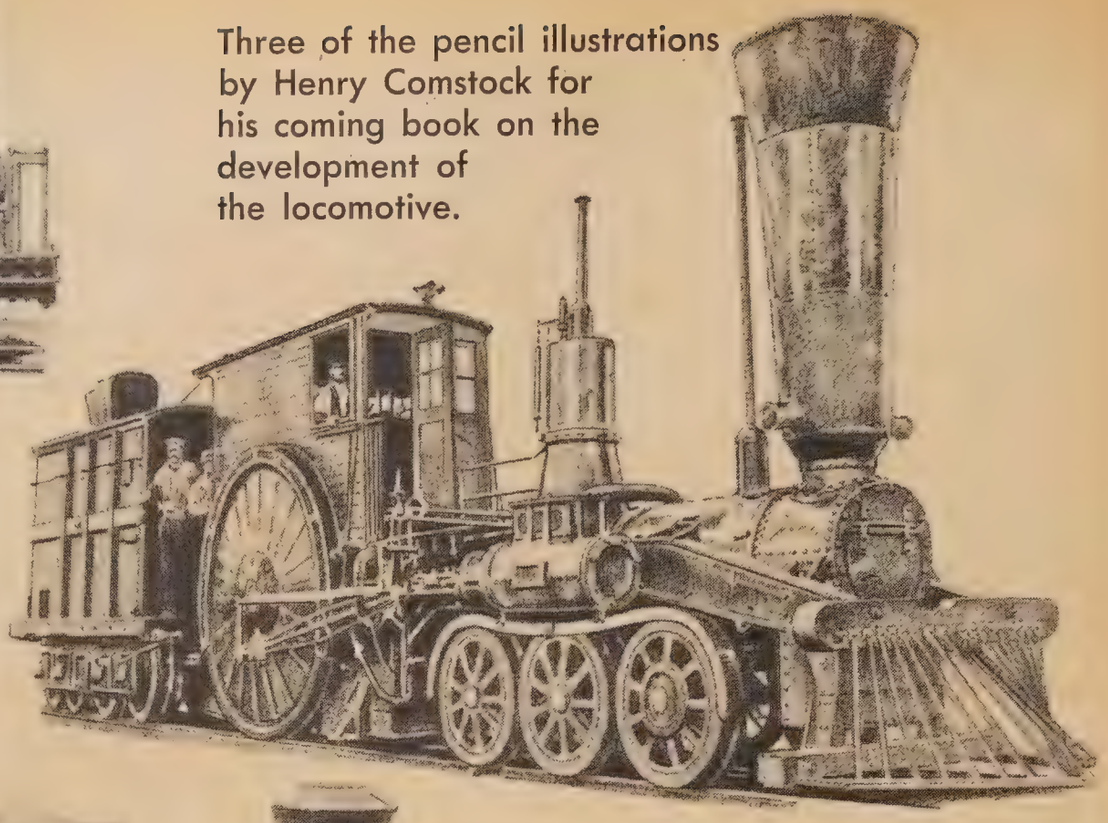
Says he: "I can still hear in memory the sacred cow's triple-voiced bellowing as she bucked a mile of merchandise into the Randolph Hills. Later we met a New York Central hogger in an Elkhart, Ind., beanery. When he asked us where we'd come from and were going, I answered at unnecessary length, giving him a rundown of all division points along the way. He listened courteously, then said: 'Damned if I believe you. But you make it sound so real that I'm paying for your suppers.'

"I soon discovered that 'making it sound so real' was the key to selling manuscripts. For that I needed a backlog of experiences. My father knew it. So did the remarkably understanding lady and talented writer whom he had married some years after my mother's early death. They gave me the equivalent of a college education—also bed, board, and a studio-workshop of my own, plus the privilege of spending on travel every penny I earned. I made a little money by teaching elementary art classes, building models for the New York Museum of Science and Industry, and selling occasional bits of fiction and non-fiction."

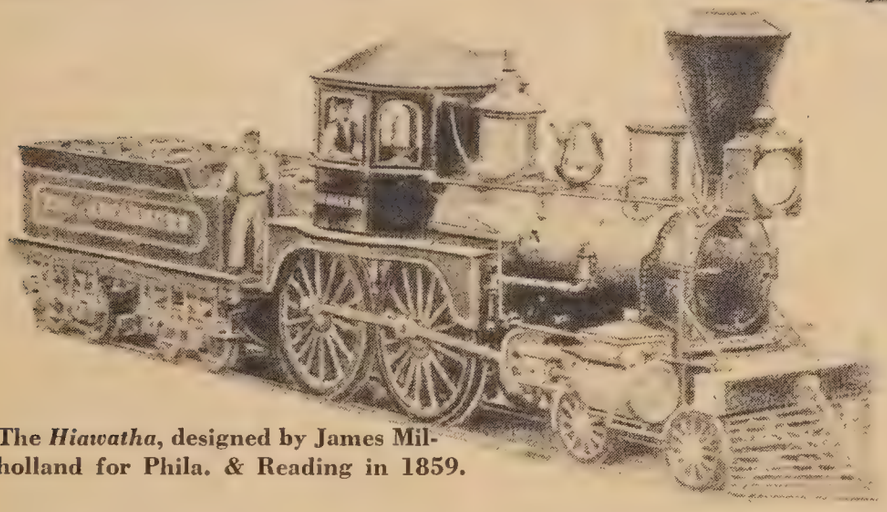
HANK'S sketch book proved to be good for unusual transportation. One day in 1928 he parlayed a sulphur-barge captain and his wife into taking him up the Hudson, through



Three of the pencil illustrations by Henry Comstock for his coming book on the development of the locomotive.



(Above) One of these Baltimore & Ohio "grasshopper" type locos is now in B&O Museum at Baltimore. (Left) A Stevens-Crampton engine with drivers 96" in diameter was built by Norris Bros. in about 1847 for the Camden & Amboy. Drivers and truck wheels were of wrought iron; spaces between spokes were filled with wood.



The *Hiawatha*, designed by James Milholland for Phila. & Reading in 1859.

New York State Canal, and on along Lake Erie to Cleveland. In return, he promised to paint their portraits and one of their baby boy. Their fleet consisted of four decrepit tubs strung tandem-fashion behind the squat little steam tug *Perseverance*.

But fed up with canal life, they literally jumped ship somewhere east of Rochester, N.Y. Standing on the cabin roof, they scrambled onto a bridge as the two passed under it. The captain had the baby under one arm, his wife carried a suitcase, and Hank followed with their only other possession, a rocking chair! Folks met them with an automobile. Hank quickly rejoined the fleet by scaling the opposite side of the bridge. Thereafter he skippered the barge, handling her snub lines and bilge pumps well enough to be offered the job, with pay, when he reached Cleveland—but he turned it down.

Other adventures followed from time to time, such as a 300-mile trip down the Ohio River in a yawl, a month spent in the Pittsburgh area sketching mills and railroad yards, and four days of riding a stern-wheeled towboat, the *Denora*, that shoved coal from Brownsville to a steel plant at Braddock. Sitting in the *Denora's* pilothouse at night, listening to the shriek of Pennsy decapods, and watching the pyrotechnics of furnaces on either bank, our hero came to realize that one way or another he would hitch his wagon to industry.

"How different the Monongahela looked a few years later," he sighs, "when my bride and I drove through it on a honeymoon trip to West Virginia! The Depression had left nothing but rust, slag heaps, and misery."

His wife, the former Miss Mary Dalnodar, is blue-eyed, of medium height, and trim. I can testify to her musical voice and contagious laugh. But freelancing in the early '30's was no bed of roses. Soon after daughter Carol arrived, Hank took a steady job in the

Hank's family (Left to right): Son, Bob, electronics engineer at MIT development-research lab; daughter, Carol, as graduate nurse, now married; and his wife, Mary, seventh-grade teacher of "new math."

art department of a New York advertising agency: 60 hours a week, no overtime pay. Then, wanting to spend more time with his family, he shifted to an art service studio, on a more profitable hourly basis and free to knock off when he chose.

Our subject had discovered many highways that paralleled railroad routes, where, for example, by driving the family car you could race a Union Pacific 4-12-2 from one Nebraska division point to the next, provided your tires held out; and that was how the Comstocks spent some of their summer vacations. In 1939 he pitched his tent, so to speak, in the office of *Railroad Magazine* and stayed with that publication for 11 years. Then the boomer urge came upon him again.

"Having a hobby turned into a business," he says, "is a bit like running an ice cream parlor. Eventually you crave a more varied diet."

TURNING the throttle of *Railroad* over to his assistant, Ken Campbell, he went to *Popular Science Monthly* as associate editor for more pay and a wider variety of subjects to write about and illustrate, subjects ranging from strip-mine shovels to supersonic wind tunnels.

"My biggest wing-borne thrill came when a pipeline company placed a twin-engined Beechcraft plane and two pilots at my disposal for a treetop-level cruise above their mammoth installation between Houston and Atlanta," he tells me. "But if that was treason to my favorite industry, allow me to state that I pulled out all the stops when I was given railroad assignments. My researching highlights included a ride from Harrisburg to Baltimore in the cab of the Pennsy's experimental ignitron locomotive, No. 4995, and a journey from Pittsburgh to Newark on that same road's first Truc-Train.

"Historically insignificant but flattering was the opportunity that the Norfolk & Western gave me to do the first nationally-published piece on their steam-turbine-electric locomotive, for which in 1952 they held great hope. My article referred to the giant as the *Jawn Henry*. Roanoke friends promptly snapped at the name, and somewhere in my files is a copy of the *N&W Magazine* in which I was generously credited with my christening contribution. Also among my memorabilia are some foreign journals carrying reprints of my railroad features translated into German, Spanish, and Japanese. Don't ask me if I was quoted accurately."

Meantime, in 1941, while Hank was working on *Railroad Magazine*, he and Mary picked a homesite in rural Blauvelt, N.Y., and worked up architectural plans for a house and turned them over to a contractor. The latter did a first-rate construction job but stripped away the trees and topsoil. Every time it rained, mud sluiced in through the basement windows and left a wall-to-wall carpet of brown ooze on the floor. Since then, Hank has patiently spent a quarter of a century of spare time in bringing the property back under control with cuts and fills and building more than 300 feet of retaining walls.

In that connection he learned that hauling in endless trailer-loads of field stone and mixing tons of concrete was an excellent way to work off irritations. He has found satisfaction, too, in watching seedlings that he planted grow into a lofty concert hall for songbirds. A section of Interstate Park abutting the Comstock domain provides less vocal visitors—deer, foxes, possums, and raccoons—not to mention the woodchucks, rabbits, and chipmunks who have sized up the Comstocks as friendly dopes, and nibble in their garden without fear.

As the trees grew, so did Carol and her brother, Bob. Aside from other activities, their busy father found time to serve on the local school board, without pay. Eventually the girl became a registered nurse at St. Luke's Hospital in New York City and Bob earned an electrical engineering degree at Massachusetts Institute of Technology. Both are now married, and Hank and Mary have six grandchildren.

Since 1961, Railfan No. 70 has been free-lancing, selling editorial packages to *Popular Science Monthly* and *Popular Mechanics* and their advertisers, rarely knowing in advance what assignment the next phone call will bring. But here's a past sampling:

Test-drive a car to Monterey, Mexico, and back; then give its competitor a workout to San Diego and return—a total of 15,000 miles in 22 days.

Build a model of the nuclear-powered merchantman *N.S. Savannah* and write a four-part construction story.

Ride a Canadian ore train from Great Slave Lake in Northwest Territories to Peace River, Alberta.

Drive the world's largest earth-scraper at Dillon, Colo., and while you're in that general area drop down to Flagstaff, Arizona, and see how the Santa Fe Railway is handling shipments to Glen Canyon Dam.

Travel as a guest of the French Line from LeHavre to New York aboard the luxury liner *France* to do an illustrated feature on her mechanical and electronic innovations; and fly to Paris a few days early in order to write an article on the French National Railways after inspecting modern rail facilities and riding the world's then-fastest train, the *Mistral*.

Yes, Henry B. Comstock has gone a long way since he left our magazine. Right now he is working on his first railroad book. It will contain about 150 of his locomotive drawings. ●

Recent portrait: Henry Comstock building a 50-inch-long model of *N. S. Savannah*, nuclear-powered—replica propelled by a turbine no bigger than a pocket watch—for *Popular Science* monthly. One of his problems was how to cast fiberglas hull.

Dr. William J. Ronan, Chairman of Metropolitan Transportation Authority, and Deputy Mayor Robert W. Sweet, flanked by several Misses Subways, formally open New York's new 57th Street subway station under Sixth Avenue on June 26, 1968. New York City Transit Authority photos.

To save time, send *Transit Topics* mail directly to Stephen D. Maguire, P.O. Box 51, Belmar, N.J. 07719.

A NEW SUBWAY STATION 35 feet below ground was opened in New York on June 26th at 57th Street and 6th Avenue on a short extension of the 6th Avenue subway. Several routes serving Brooklyn and Queens were extended to the new 57th Street Terminal. Four years and $13,200,000 were needed to extend the subway from 53rd to 57th Street.

Steve Maguire

Metropolitan Transportation Authority celebrated the occasion by throwing a party, but didn't pay for it. Various business firms paid for the menu of French champagne, cold chicken, etc. Picnic tables were set up on the two-block-long station platform and in two 10-car trains parked on either side. The TA band provided music as 8 good-looking girls, each labeled "Miss Subways," served some 450 guests.

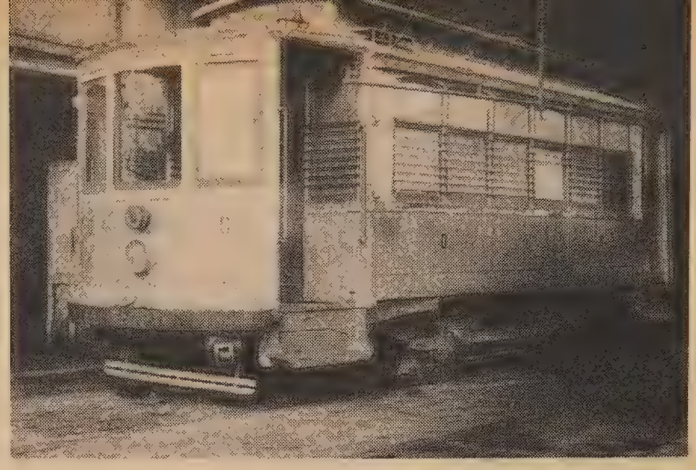
STEVE MAGUIRE'S TRANSIT TOPICS

New 57th Street station serves as terminal for several routes serving Independent Sixth Avenue subway. (See item, this page.) At right, change booth in new station.

Mexico City Streetcar Notes

This roster is accurate as of April 30, 1968. The system also has one de luxe horsecar on permanent display in Churubusco (Convent) Museum.

(1) These cars are stored.
(2) Peter Witt cars built 1928-'29 by Brill for CTM (Compania de Tranvias de Mexico, Ltd.) Nos. 600-623 and 625-649, thence only odd numbers from 653 to 675 and 676, plus one trailer, No. 925. Eleven were sold to Veracruz, the rest scrapped. Built as pay-as-you-enter passenger cars, first section with longitudinal seats, second section with cross seats. Some cars were rebuilt, beginning in 1953, with cushioned seats arranged as early PCC's for one-man operation, by STE (Servicio de Transportes Electricos del D.F.).
(3) Formerly second-class funeral cars, stored.
(4) Trailer. FCD means Ferrocarril del Distrito.
(5) Stored; ex-UER.
(6) These trailers are flat, dump, gondola, tank, etc.
(7) Bought new. (8) Ex-Detroit.
(9) Ex-Pittsburgh, stored. No standee windows.
(10) Ex-Twin Cities equipment.



Mexico City car "O" in 1950, when it was still in use as a pay car. We don't know whether the "O" was intended as a letter or a digit.

ROSTER OF STREETCARS IN MEXICO CITY

Compiled by Luis Leon Torrealba

No.	Builder	Date	Trucks	Type	Roof	Controls	Notes
0	Brill	1900	single	pay car	deck	DE	1
100	Brill	1900	single	rail-grinder	no	SE	
649	Brill	1928	double	Peter Witt	arch	SE	2
1300	CTM	ca. 1908	double	auxiliary	arch	DE	
1301	CTM	ca. 1908	single	auxiliary	arch	DE	1
1303	CTM	ca. 1908	single	tower (line)	arch	DE	
1314-1317	Brill	1900	single	tower	arch	DE	3
1308	CTM		double	port. substa.			6
1405	FCD	1899	single	crane	no	DE	4
1406-1411	FCD	1900	double	gondola	no		
1408	Whiting		double	crane			5
1508, etc.			double	trailers			6
2000	St. Louis	1946	Clark B2	PCC		SE	7
2101-2140	St. Louis	1947	St.L. B3	PCC		SE	8
2142-2149	St. Louis	1949	St.L. B3	PCC		SE	8
2151-2180	St. Louis	1949	St.L. B3	PCC		SE	8
2223-2286	St. Louis	1949	Clark B2	PCC		SE	8
2299	St. Louis	1945	Clark B2	PCC		SE	9
2300-2319	St. Louis	1946	Clark B2	PCC		SE	10
2365-2389	St. Louis	1947	Clark B2	PCC		SE	10
2390-2414	St. Louis	1949	Clark B2	PCC		SE	10
2420-2439	St. Louis	1949	Clark B2	PCC		SE	10

This station, according to TA chairman William J. Ronan, is but a small link in a proposed underground network designed to bring the East and West Sides of New York closer together. Under current planning, he said, services between Queens and Manhattan will be more direct through a tunnel connection under Central Park via 63rd Street and a new Second Avenue subway. But he didn't say when all this will come to pass. With a $74 million deficit, the TA has a problem in keeping the 20-cent fare. Dr. Ronan promises, "My colleagues and I are going to hold this fare as long as we can."

MEXICO CITY will soon have three new trolley lines, reports Luis Leon Torrealba, Apartado 838, Mexico 1, D.F. These will feed into the Metro (subway) now being built in the nation's capital and will serve Metro routes 1 and 2. Some trolley-line construction will be new; others will consist of reopening old abandoned lines. One new route will run from Plomo and Canal de Norte streets to Peralville and on to Santa Maria and Tacuba. A connecting line will join the Valle route with the northern portion of Insurgentes Avenue and Santa Maria, running close to the abandoned Santa Maria line. The third new trolley route will link Buenavista station with Santa Maria and Tacubaya.

Luis says three new trolleybus lines were opened recently in his city. One of them, Ixtapalapa to Azcapotzalco, 45 kilometers, is possibly the longest such route ever operated anywhere. Part of it restores service over the former Ixtapalapa car line, abandoned some 14 years ago. The *Servico de Transportes Electricos del D.F.* has standardized its trolley operation with PCC cars from Detroit and Minneapolis. It also has a wide variety of trackless trolleys, including second-hand ones from at least 10 North American cities.

In the excavation for the Metro, archeologists of Mexico are being rewarded richly by the quantity and

All three photos, collection of Steve Maguire

Former Detroit PCC car, retaining its native paint, in service in Mexico City.

We believe this old double-decker, photographed about 1900-1910, was a Mexico City car. Who can verify this? Did Mexico City have other equipment like it?

quality of ancient Aztec relics being unearthed as the job progresses, according to *Passenger Transport*, the weekly paper of the American Transit Association, Washington, D.C. Workmen have found a veritable warehouse of archeological treasures, estimated at more than 50,000 items.

The city rests on the bed of a dry lake. Ancient Aztecs chose an outcropping in the lake as the site to build their capital of Tenochtitlan in 1325. The area was laced with canals; great causeways connected it with the mainland. Invading Spaniards two centuries later marveled at the temples, pyramids and flowers cascading from roof gardens.

Today, a scale model of the city before the Spaniards arrived guides the archeologists in looking for ruins and relics during excavation for the subway. Digging was begun last fall. The first section of 25.6 miles is expected to open next June, with completion set for 1970. The entire system will offer what may be the world's cheapest subway ride, as fare has been set at 8¢ (one peso). A loan from French banks got the financing underway for the system, which is expected to move a million passengers a day in the city of 6.5 million. Rubber-tired cars will be used at speeds of 50 mph on tracks at an average depth of 23 feet and in some places as deep as 49 feet.

BUFFALO, N.Y., will have a new multi-million dollar rapid transit facility extending from its downtown section to the campus of the new State University of Buffalo if the state legislators take favorable action on a recommendation of the Buffalo-Amherst Urban Impact Study, a state-financed organization. Tentative plans call for state financing, but further study is required before a decision is reached on the form this project will take, whether a subway, a monorail, buses-only median strip, or a rubber-tire track facility.

A SIMPLE thing like paving a center grass-plot between lanes of Clayton Boulevard to provide parking space in Shaker Heights, Ohio, would appear to have no relation to the future of rapid transit in the Cleveland area—but keep on reading. One day two civic-minded residents of Shaker Heights appeared at a city meeting and objected to using the beautiful grassed area as a parking lot for city officials and other employes in City Hall, just across the road.

With petitions being circulated to stop the work, Mayor Paul Jones of Shaker Heights eventually gave in. He agreed to scrap the plan and replace the sod already taken off. Meanwhile, the Cleveland *Plain Dealer* assigned reporters to the story. They inquired around as to the need for additional

Cleveland, Southwestern & Columbus Ry. scenes many years ago: (above) at Seville Jct., Ohio, with car bound for Cleveland from Bucyrus; (below) car 149 and a package car pictured at the car barn in Wooster, Ohio.
Collection of Max E. Wilcox, 429 West Ave., Elyria, Ohio 44035

Four-wheel trolley in Magdalena del Mar, suburb of Lima, Peru, in 1944. Who built this car, and when? Convex dashboard does not appear original.
George F. Monahan, Jr., Cmdr., Medical Corps, U.S. Navy

City Hall parking, in view of the fact that Shaker Heights trolleys ran past the municipal building and most occupants lived near its routes.

They found what they were looking for: Mayor Jones doesn't usually ride the rapid transit line to his work. Neither does Cleveland's mayor, Carl B. Stokes. The reason, of course, is that during the day these officials have to make many appointments, most of which are not along the trolley route. Yet the Cleveland *Plain Dealer,* which has never looked with too much favor on the city's rail transit system, used the case as a flimsy pretext to denounce trolley-car operation.

J. F. Saunders, a *Plain Dealer* columnist, theorized: "If rapid transit lines were built along every major artery extending through the eastern suburbs (or western suburbs) they still would not meet the transportation needs—or desires—of nearly all residents."

Following this, we learn from one of our own readers, Al Kleinsmith of Cleveland, were three alleged interviews with anonymous passengers who professed to be shocked by the news that Mayor Jones didn't ride trolleys to work. We suspect that those "interviews" were invented by the columnist himself. He claims that the incident "confirms the weakness of the whole rapid transit myth." Horse feathers!

CHICAGO'S mayor, Richard J. Daley, announces plans to expand and modernize his city's rapid transit system, part of which would go underground. They call for improved service in the downtown Loop section and to outlying areas of the city within 7 to 10 years. Total costs would approach $600 million, two-thirds of which the mayor hopes the Federal Government would pay. Under the plans, Loop-bound trains would run through two-story underground concourses while a shuttle system would facilitate movement in the congested downtown area.

OLD and rare trolley and bus transfers and other memorabilia are sold at public auctions several times each year by the Orange Empire Trolley Museum, P.O. Box 548, Perris, Calif. 92370. For details write Jim Walker at the museum. The OETM has been without electric railway operation since late last year, when its power plant broke down and required complete rebuilding. Since then a new plant has been obtained and we understand that trolley operation is being resumed this fall.

A LARGE bus operator which hasn't run a streetcar in over two decades but is still called the Eastern Massachusetts Street Railway Co. was taken over earlier this year by the Massachusetts Bay Transportation Authority at a cost of $6.25 million, including an adjustment for losses which will result on completion of the South Shore rapid transit line, now under construction. The tracks will parallel and take much traffic from one of the EMSR's most lucrative bus routes.

According to *Roll Sign*, publication of the Boston Street Railway Assn., Inc., P.O. Box 102, Cambridge, Mass. 02138, "The merger of these two transportation systems joins together two of America's oldest transit systems. The MBTA dates back to 1894, when the Boston Elevated Railway was chartered. Eastern Massachusetts was incorporated in 1915. Its predecessor, Bay State Street Railway, was, in 1911, the nation's largest streetcar system under a single management."

Have you ever noticed that some transit systems in the Commonwealth of Massachusetts keep their old trolley-line names for many years after the railway operation is gone? Maybe a legal requirement makes the bus operators retain the names of the trolley companies they replaced. Perhaps a reader can explain this.

"Most of the present Middlesex & Boston Street Railway was built by Adams B. Claflin of Newton, Mass.," writes Norton D. Clark, 21 Endicott St., Newton Highlands, Mass. 02161. "Starting with the Commonwealth Avenue Street Railway, he built the Newton & Boston, the Waltham, etc. The Commonwealth Avenue line was the first New England railway to have closed-vestibule cars. Mr. Claflin was responsible for building the first 4-wheel trolley snowplow and he invented a fare-box and transfer-dispensing machines. After he died, his family wanted to get rid of all his 'junk,' so I bought it: fare-boxes, transfer machines, and nearly 1,000 glass-plate negatives, most of them excellent."

JAPAN is abandoning some of its small trolley lines, reports J. Wallace Higgins, 1166 Fiske St., Pacific Palisades, Calif. 90272, who spent 10 years in Japan. Several lightly-travelled tram routes of Kobe's municipally-operated system were dropped last April. However, the opening of Kobe's new High Speed Railway (*Kobe Kosoku Tetsudo*) brings interurban trains of the Hanshin, Hankyu, and San-yo systems downtown on private rights-of-way. This trackage eliminates the running of San-yo trains in Kobe streets and may also be responsible for the abandonment of some local lines. In Kure, a small city-operated trolley line was shut down last December. In Tokyo, the remaining surface-car lines, about 30 in all, are likely to be replaced by 1972.

Electric Railway Publications

Trolleys of Montgomery County, Pennsylvania, by Harry Foesig and Harold E. Cox, 108 pages, 8½x11″, with soft covers, may be had for $3.50 from the publisher, Harold E. Cox, 80 Virginia Terr., Forty Fort, Pa. 18704. Covering a dozen electric lines from 1893 to recent years, this nostalgic chronicle is limited to a large county adjacent to northwestern Philadelphia and generally bounded by Pottstown, Norristown, Souderton, and Willow Grove. Besides adequate photographic coverage, the book includes a pullout map of all trackage in the county. It is a scholarly work, the references being footnoted, something seldom found in traction books. The type is easy to read.

Cincinnati Streetcars, Vol. 1: Horsecars and Steam Dummies, by Richard M. Wagner and Roy J. Wright, 24 pages, 8½x11″, staple-bound, is published by Wagner Car Co., 59 Euclid Ave., Cincinnati, Ohio, 45215, price $1.95. In its early years Cincinnati had an extensive horsecar system as well as cable cars, steam dummies, and even electric cars. This is the first of several histories of the city's traction network; others are due in subsequent issues. It is a remarkably complete account of the period before the trolleys came. Maps of horsecar lines show 8 routes operated in 1867 and 20 in 1880. This, we believe, is the first time a history of the Cincinnati street railway system has ever been attempted.

by Thomas W. Dixon

BILLY RICHARDSON'S LAST RIDE

William S. Richardson

BEST KNOWN of all Chespeake & Ohio engineers was William S. Richardson, about whom was written the folksong "Billy Richardson's Last Ride." Born April 29, 1848, in Hanover County, Va., he went to work at age 14 as a waterboy on the Virginia Central, a C&O predecessor. Around that time the C&O began building westward from Jackson's River (now Clifton Forge), Va., to the Ohio River at Huntington, W. Va., and an uncle of his, William G. Richardson, who was a C&O official, took the youth on as a brakeman.

After the last rail had been laid, at Hawks Nest, W. Va., in January, 1873, Billy's love for steam power led him to transfer to engine service as a fireman, with eventual promotion to the right side of the cab. From that time till his death 33 years later Billy continued to pull trains. His last 27 years were spent on a passenger run between Huntington, where he then lived, and Hinton, W. Va.

In 1889 the C&O inaugurated its first name train, the *Fast Flying Virginian,* usually shortened to *FFV,* which for more than half a century was the "flagship" of its fleet. Billy Richardson pulled this train almost daily for the best years of his life, westbound *FFV* No. 3, returning at the throttle of the eastbound *Washington Express,* No. 4. His neatly-trimmed beard attracted attention. One legend had him using a solid gold oil can, which was only a standard oiler, highly polished, glinting in the bright sun.

Once, an axle of his engine broke as he was pulling No. 3 into Huntington. Had this accident occurred a few minutes sooner, with the train running at speed, a wreck then and there would have been inevitable. On another occasion, in 1908, No. 3 was making good time through Handley, W. Va., when he observed in front of him a string of freight cars on the main line. Too late to stop, his engine plowed into the freight and overturned. Onlookers were astonished to see the hogger and his fireman crawl out from under the wreckage with only minor scratches. A yard goat hauled the coaches, undamaged, away from the shattered freight cars and Billy calmly continued his run, arriving at Huntington on scheduled time!

Long before that, engineer Richardson had acquired a reputation for easy starts, smooth stops, and skillful handling in emergencies. In 1907, when he was handling No. 3, a piece of the train's mail apparatus flew off and into his cab but was deflected by Billy's large watch fob, which the engineer credited for having saved his life that day.

A somewhat similar accident killed him three years later. Billy was pulling the *FFV* out of Hinton on December 14, 1910. Everything seemed to be normal, but as he approached the mail crane at Scary, just west of Charleston, he blew for the mail and then, for some reason, leaned far out the cab window to look back. At that moment, 12:30 p.m., the crane hit his left temple and the old engineer slumped back in his seat. Fireman C.S. Lively stopped the train. Then, after helping to carry the old engineer into the baggage car, he made a fast run to Huntington. A waiting ambulance took Billy to a hospital, where he died, without regaining consciousness, a few minutes later.

All along the line, front-page news of his death saddened the whole countryside, and he was given an impressive funeral. Here is one version of the

Billy Richardson, third from left, with his engine at the C & O depot, Huntington, W. Va. William Freutel, the engineer who ran opposite Richardson on trains 3 and 4, is the man standing at extreme left.

From Collection of Mrs. J. W. Alderson

Billy Richardson, left, with loco No. 70 at Huntington, W. Va., about 1890.
From collection of Mrs. J. W. Alderson

song entitled "Billy Richardson's Last Ride." It's a bit too maudlin for our taste. We cannot believe that the old hogger was determined to die in his cab.

Through the West Virginia mountains came the early morning mail;
Old Number 3 was westbound, the fastest on the rail.
She pulled right into Hinton, a junction on the line;
With a Baldwin Mountain engine, they made the run on time.

Billy Richardson at Hinton was called to take the run,
To pull the fastest train from there to Huntington.
His fireman soon reported for duty on the line,
And reading their train orders they left Hinton right on time.

Then Billy told his fireman that he would happy be
If he would die while pulling a train like Number 3.
"I want to die on duty, right in my cab," said he,
"While pullin' eastbound Number 4 or westbound Number 3."

His fireman then said: "Billy you know you're old and gray.
Your name is on the pension list; you should retire some day."
But Billy said: "Dear fireman, the truth I'm tellin' you—
I must die right in my engine cab, and nothin' else will do."

Then pullin' down New River came westbound Number 3;
By Thurmond, then by Cotton Hill, no danger could he see.
His head then struck a mail crane, while pulling down the line.
He'll never pull that train again to Huntington on time.

O, he pulled the fastest time freight, he pulled the U.S. Mail;
He pulled the fast excursion, to the music of the rail.
He lost his life on duty, in his engine cab so free,
While pulling into Montgomery on westbound Number 3.

Editor's note: The song is anonymous. The fact article was written by Thomas W. Dixon, owner and director of the Alderson Museum, P.O. Box 417, Alderson, W. Va. 24910, who is writing a book on the history of the Chesapeake & Ohio and hopes readers will send him oldtime photos, anecdotes and factual material. Bill Richardson's trains, 3 and 4, (*FFV* and *Sportsman*) made their last runs May 12, 1968. The *FFV* was then 79 years and one day old. ●

H. W. Pontin, Rail Photo Service, 125 Kennedy Memorial Dr., Waterville, Me.

The FFV of the Chesapeake & Ohio Railway at speed near Alexandria, Va., led by Pacific No. 467, many years ago.

Information Booth

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 East 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

1 ***Which railroads own the Lehigh & Hudson River?***

According to *The Dispatcher*, monthly publication of Harlem Valley Railroad Club, Chatham, N.Y., it is owned by the Penn Central, Lehigh Valley, Jersey Central, and Reading, connects with all these lines, and has some joint trackage agreements with them. L&HR has 18 freight cars of its own, which are usually used for mining operations and seldom leave their home tracks.

2 ***Much is said about engineer "Steve" Broady in the song "Wreck of the Old 97," but nothing about his "black greasy fireman." Was the fireman a Negro; what was his name; was he, too, killed in the wreck?***

The hogger's real name was Joseph A. Broady. Two men were with him in the cab of ten-wheeler 1102 that Sunday afternoon of Sept. 27, 1903, when the Southern Railway mail train (no passengers) plunged off Stillhouse trestle near Danville, Va. Those two were fireman A. G. Clapp of Greensboro, N.C., and a student fireman named Dodge, both colored. The latter was learning the road. Most locomotive firemen in the South in those days were Negroes, but none was ever promoted to engineer. Both firemen died with Joe Broady in the pile-up and were mangled beyond recognition.

The curving, downgrade, wooden trestle from which the train fell carried the track over a ravine 75 feet below. On both sides of it painted signs warned: "Slow Up—Trestle!" But Joe wasn't paying much attention to signs that day. He had a lot of time to make up on his run from Monroe, Va., to Spencer, N.C. According to the ditty, he had to "get 'er in Spencer on time." At 3 o'clock precisely he yanked his whistle cord. Mountaineers within earshot checked their clocks and watches, noting that "Old 97," as the train was known affectionately, was off schedule.

At that moment the engine wheels left the rails and the train then hurtled into the gully. So great was the momentum that the 1102 leaped 100 feet ahead of the place of derailment before coming to a halt at the muddy bank of a stream in a cow pasture. All five cars in the train followed, tearing off the corner of a cotton mill in their mad plunge and killing a total of 12 men, mostly postal clerks. Flames from the firebox spread to the jagged debris of wooden cars, but part of the mail was saved.

"A curious incident lent sharp contrast to the scene of horror," wrote Freeman Hubbard in *Railroad Avenue*, a book from which these details were taken. "The terrific impact had broken open a large case of canaries in the express car, and hundreds of green and yellow birds, phoenix-like, flew from the smoldering ruins to safety on nearby jackpines and perched there, letting loose a flood of melody as if to express joy at their liberation."

3 ***Is the Railway Express Agency still owned by railroads?***

Yes, but control of REA Express, as the company is now called, has been turned over to three trustees for the next 10 years by the 52 railroads which own 96 percent of REA common stock. The trustees aim to make it a profitable concern and may sell it eventually.

4 ***What types of signalling does the Central Vermont use?***

On Swanton subdivision: at Cantic grade crossing with Rouses Point subdivision, signals are controlled by the operator, as are dual-control switches governing movements between the two subdivisions.

On Roxbury subdivision: at St. Albans, CTC is used between North Jct. and Elm Street; the operator of Italy Yard controls all movements. A station protection signal is located at mileage 130.9. Switches 14, 18, 24, 26, 30, and 32 are controlled. At White River Jct., the North Yard spring switch is protected by a facing-point signal at mileage 16.2.

On Winooski subdivision: none.

On Richford subdivision: CTC signal 13L governs movements to Swanton subdivision.

On Palmer subdivision: automatic interlocking controls movements over the crossing with the Boston & Albany at Palmer. At East Northfield, junction with Boston & Maine is controlled by the latter's CTC from Greenfield; likewise at Brattleboro.

On Windsor subdivision: signalling is under B&M control. This information came from our technical editor, Sy Reich.

5 ***When did the South Carolina Railroad, oldest component of the Southern Railway System, become part of the Southern?***

In May, 1902, when the South Carolina & Georgia, as it had become, was formally consolidated with the Southern to form the big system's Carolina Division.

6 ***How is safety supervision carried out on rolling stock of Japan's high-speed New Tokaido electric line?***

When each car has run 200,000 kilometers, all main running-gear is dismantled and the parts are examined by supersonic and electromagnetic flaw-detection devices. Axle-box tests are made every 20,000 km. Records of test results are checked against records of tests made on each part at the time of manufacture. Parts which fail to maintain specified standards are discarded. Visual inspection by an examiner is used as a double-check.

7 ***How did the Canada Southern Railway become part of the New York Central System?***

In 1882, the CS was leased by the Michigan Central for 21 years. Shortly thereafter, a 999-year lease was arranged. The MC was already a New York Central subsidiary, Commodore Vanderbilt having begun buying its stock about 1869. It is now a corporate part of Penn Central.

Late afternoon sun shines on Canadian Pacific time freight #903 standing at St. Johnsbury, Vt., on August 12, 1967, prior to departing for Newport Vt., and Montreal. We see Canadian GE RS-3's 8445, 8446; a third locomotive was to be added.
Photograph by Tom Nelligan, 6 N. Cliff St., Ansonia, Conn. 06401

8 ***Was the livery of the first streamlined* Twentieth Century Limited*—light gray body with dark gray window-band —used on other New York Central cars?***

Yes. But this color scheme, introduced on the 1938 version of the *Century*, did not appear on other New York Central trains until 1940-'41, at which time the Central received sleeping cars similar to the *Century* equipment but assigned to other overnight runs. Before World War II, the only types of cars painted two-tone *Century* colors but not involved in the 1938 *Century* consists were the *Falls* series bedroom-lounge cars and the *River* series sleeper-observation cars. All other sleepers in two-tone gray received in 1940-'41 were copies of the 1938 *Century* cars. Bob Wayner, passenger-car expert, who supplied these facts, notes that the liveries of the lightweight *Mercury* equipment of 1936 and '39, and of the heavyweight *Pacemaker* equipment of '39, were quite different from that of the *Century*.

9 ***What is the Union Pacific and Norfolk & Western land-bridge plan?***

This is a joint venture of the two systems to move international container traffic between West and East Coast ports through a single railway interchange. Goods in sealed containers destined for shipment between Europe and the Orient across North America will be carried without change of cars, and with the UP-N&W interchange effected at Kansas City, Mo. This service is available to any ocean shipper.

10 ***I recently saw a Penn Central hopper car still lettered for New York Central but also marked TOC. What do these letters stand for?***

"Toledo, Ohio, central area," according to Arnold Joseph, who investigated for us. Cars 828000-831999 are, or will be, marked TOC, and are intended for restriction to the area between Toledo and West Virginia.

11 ***Where may I get a list of U.S. railroad employee publications, sometimes called house organs?***

Write to H. Stephen Dewhurst, Executive Assistant and Manager of Information Services, Association of American Railroads, Transportation Bldg., Washington, D.C. 20006, for a list of the publications, editors, etc.

12 ***I know that* Railroad Magazine *was founded in Oct., 1906, but what was the first issue like?***

Volume I, No. 1, contained 192 pages 6½ x 9½ inches and was called *The Railroad Man's Magazine*. It was intended for all persons interested in railroading as well as for railroad employees. Feature articles included, among others, "Great Train Robberies of the United States"; "Railroads' Princely Income," which noted that U.S. railroads had a combined annual income four times that of the U.S. Government (how times have changed!); a description of what was to be "The Biggest Railroad Station in the World," New York's Pennsylvania Station, then a-building but to be surpassed in 1913 by the new Grand Central Terminal (Penn Station is now just a memory); "Nickels of the Trolley," interesting facts about street railway operation in America soon after the turn of the century, and anticipating Steve Maguire's department on electric lines by about 35 years; and several fiction stories, true tales, etc. Our early issues were not devoted exclusively to railroads; the editors evidently then believed that their magazine should contain entertaining and enlightening material of general nature which they felt railroad men might like to read. There were no pictures in our red-covered first issue except a few minor decorative spots.

13 ***In connection with the previous question, what was the first poem your magazine ever published?***

Here it is, "King of the Rail," by La Touche Hancock, from our first issue.

Panting and snorting, quite ready to start,
Human almost in the beats of its heart,
Chafing, impatient at any delay,
A clang of the bell, and slowly—away!
Down at each crossing they lower the bars,
Warning the reckless, "Look out for the cars!"

Open the throttle a little more still,
Curb the steel giant's impetuous will.
Just for a moment the speed must be slow,
Gradually out in the country we go.
Give her her head now, but with a firm hand
Keep the rash monster well under command.

Here on a perfectly level, clear track,
Sparks are thrown out from the fuming smoke-stack.
Faster and faster, by green lights and white,
Now let her go with the power of her flight!
Dashing through meadows, through fen, and through brake;
Rushing by streamlet, by river, by lake;

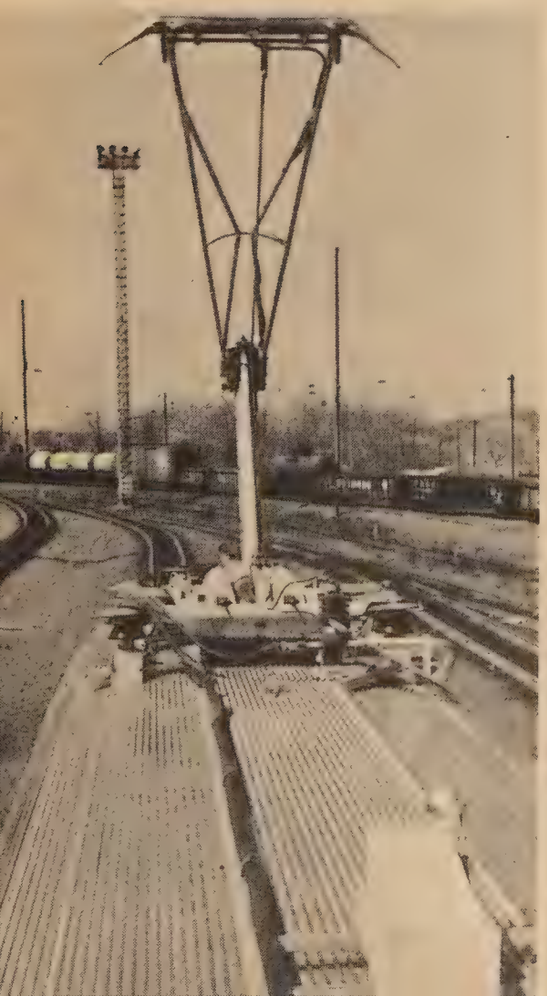
Leaving the mileposts behind, one by one;
Making a record that's never been run!
Racing through sunshine that gleams golden bright;
Pacing through darkness and shadows of night!
Curb her a little when crossing the bridge,
Slow just a trifle till safe o'er the ridge!

Then on, on again, with courage once more!
Hear her reply with a spurt and a roar;
Whizzing and hissing, leaping and springing,
Grumbling and struggling, writhing and wringing,
Shaking and quaking, rocking and swaying,
The *Overland Mail* brooks no delaying!

Steaming and rumbling, bounding and bumping,
Dashing and flashing, jerking and jumping,
Down mountain gorges and through forests deep,
Whirling 'round lakes with a swish and a sweep,
Routing the echoes that mocking resound,
See how the monster can cover the ground!

Freighted with happiness, freighted with tears,
Freighted with confidence, freighted with fears,
Look how it rumbles and roars into sight,
An emblem of strength, a picture of might!
Sovereign so powerful, what can avail
With thee in ascendent, king of the rail!

An Ampex closed-circuit television camera in weatherproof housing (foreground) has been used to monitor action of current-collector on Pennsy high-speed test train.



Running Extra

"Who owns the standard-type private car *Jo-Vi-La*?" asks John Richeson, 721 W. Minnesota Ave., Deland, Fla. 32720. "Painted brown and orange, it has a brass-railed open end and was seen recently on the rear of the southbound *Champion* at Sanford. Florida."

Brief histories of Hollis & Eastern and the Sand Springs, both in Oklahoma, are wanted by Roger D. Link, Box 3231, Altus AFB, Okla. 73521.

"Chicago & Alton sold a 2-8-0 in 1916 to the Atlantic, Quebec & Western in Canada," writes R.F. Corley, 490 Albertus Ave., Petersborough, Ont., Canada, who is compiling Canadian National rosters. "Who built her, when, and what was her serial number?" He also seeks data on 4-6-0's sold to Canada by the Chicago River & Indiana about 1902.

Commenting on a statement in our July issue that 1938 saw the demise of AT&SF *California Limited,* Ross O. Moorhead, RFD 1, Whitefish, Mont. 59937, says that in 1942, when he was working for the Santa Fe, that train was still running. He cites 1942 timetables listing it. Possibly it had been temporarily discontinued in 1938. Who can tell us when it was abolished?

"What was the first officially named train in the U.S.?" asks Ted Gay, 6 Northview Drive, Morris Plains, N.J., who is compiling a list of trains bearing the same names but operated by different roads.

Train pictured in July issue, page 34, was the Rutland's *Green Mountain Flyer* on Boston & Maine tracks at Johnsonville, N.Y., about 4:15 p.m., southbound from North Bennington, Vt., to a New York Central connection at Albany, N.Y., according to Philip R. Jordan, P.O. Box 403, Manchester Center, Vt. 05255, a member of the Rutland RR. Historical & Technical Association.

Adding to our info. on the old Virginia & Tennessee Railroad in recent issues, William B. Jenner, 639 W. 32nd St., Los Angeles, Calif. 90007, says he believes it was chartered in 1848. The V&T Company, ostensibly chartered in 1828, may have used the same name by concidence without actually building a railroad. The V&T (not to be confused with the later Virginia & Truckee out West) had a broad gage, 5 feet, which was quite usual in the South at that time. Connecting lines had the same gage, including Southside Ry. and the Norfolk & Petersburg, which enabled through trains to run to and from Norfolk, Memphis, Mobile, etc., but there seems to have been little or no interchange of rolling stock among southern railways before the Civil War. In 1861 the V&T had more engines and cars than any other Virginia road.

Help in identifying the 4-4-0 and 4-6-0 used in *Saratoga Trunk,* an old movie based on Edna Ferber's novel of that name, is sought by Robert L. Smith, 712 S. 8th St., Coshocton, Ohio 43812, who asks if either engine is still extant.

Books and other sources of data on the Pittsburgh, Shawmut & Northern, abandoned in 1947, are wanted by Thomas W. Rimer, 431 North Ave., Verona, Pa. 15147.

Historical data on numerous Canadian railways is sought by A. Mattingly, 37 George St., Alliston, Ont., Canada. Among them were the Manitoba & North Western, Midland of Manitoba, Pembina Valley, Nisbonsing & Nipissing, St. Lawrence & Adirondack, and Phillipsburg Ry. & Quarry Co. Where did they run, when, and what became of them?

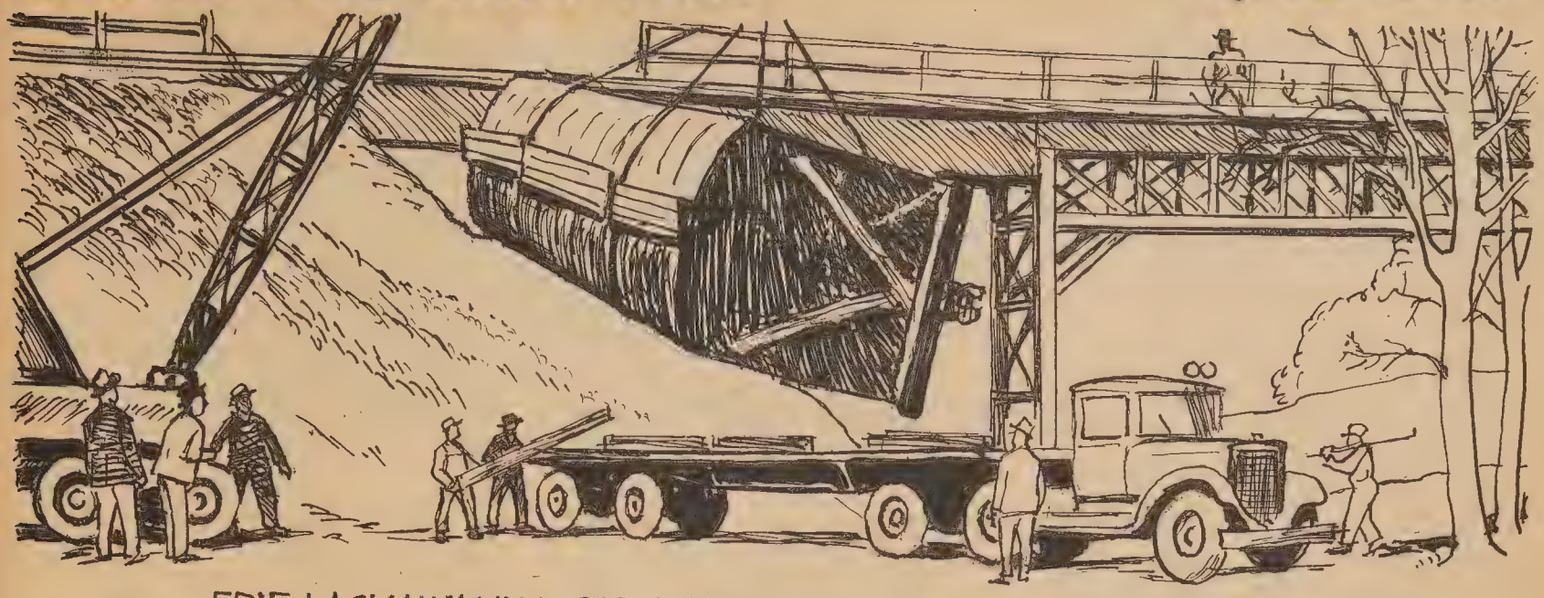
In answer to a request, Douglas Ward of Waterloo, Iowa, sends us a copy of his poem "Night Run":

The red glare of an open firebox
Against a dead black sky;
The starry wonder of God's universe,
As the stilly miles slip by.
The long, lonely shrill of the whistle,
The hiss of escaping steam;
The endless cadence of wheels on rails,
The creak of straining beam.

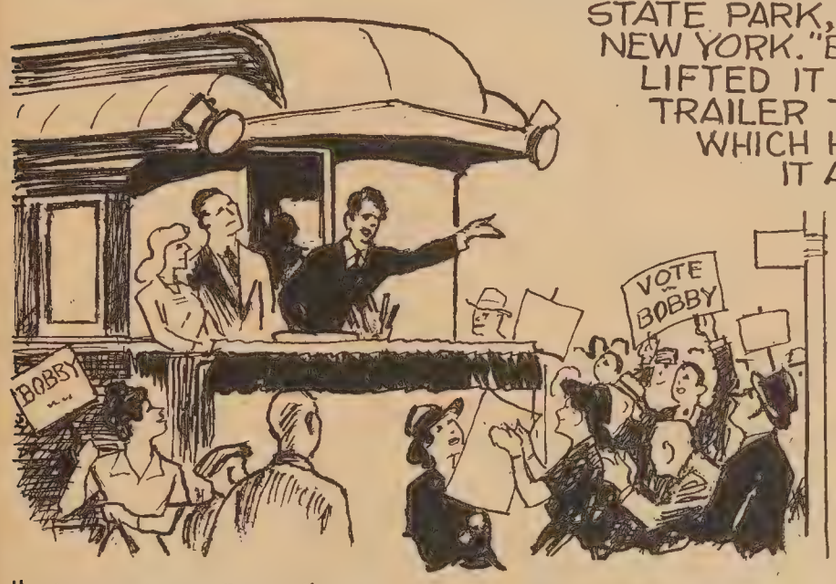
The drowsy songs the night-folk sing
Along the shadowy right-of-way,
The tender warmth of the 'wakening sun
Caressing a new-born day.
These are the night run's lures,
These are the graveyarders' pay;
So give me a call for midnight,
For dreamers can't work by day. ●

ALONG THE IRON PIKE

by Joe Easley

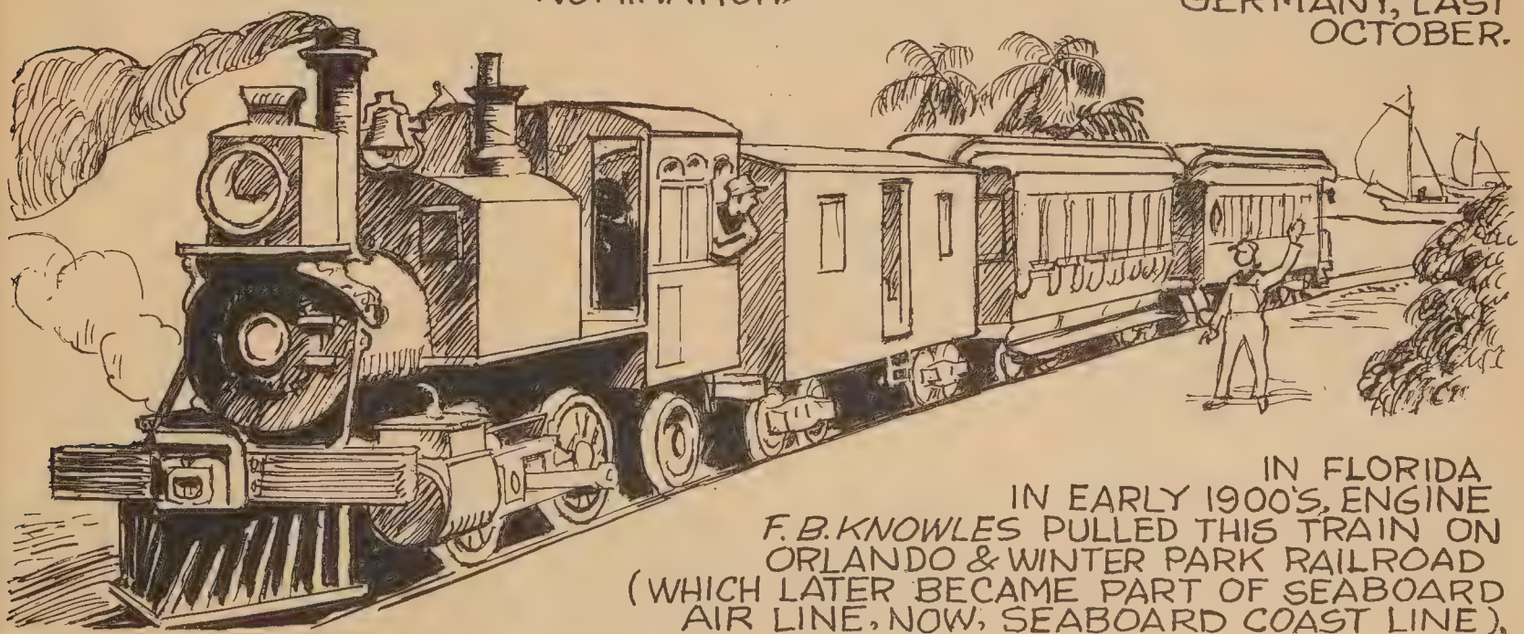


ERIE LACKAWANNA CAR, LOADED WITH 100 TONS OF WHEAT, RECENTLY FELL OFF A TRESTLE IN LETCHWORTH STATE PARK, UPSTATE NEW YORK. "BIG HOOK" LIFTED IT ONTO A TRAILER TRUCK, WHICH HAULED IT AWAY.

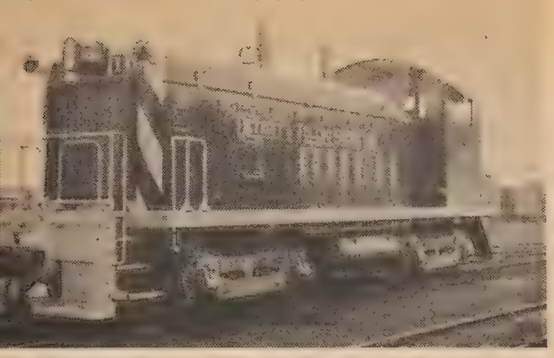


"WHISTLE-STOP" CAMPAIGN, FORMERLY POPULAR, WAS REVIVED BY THE LATE SENATOR ROBERT F. KENNEDY IN HIS DRIVE FOR THE DEMOCRATIC PRESIDENTIAL NOMINATION.

NO. 55 MADE THE FINAL STREETCAR RUN OVER THREE-FIFTHS OF A MILE ROUTE IN THE SPANDAU SECTION OF WEST BERLIN, GERMANY, LAST OCTOBER.



IN FLORIDA IN EARLY 1900'S, ENGINE *F. B. KNOWLES* PULLED THIS TRAIN ON ORLANDO & WINTER PARK RAILROAD (WHICH LATER BECAME PART OF SEABOARD AIR LINE, NOW, SEABOARD COAST LINE).



D&TS 119, a General Motors SW-9.

Coming Events

Sept. 15: RDC excursion on Esquimalt & Nanaimo Ry, Victoria to Port Alberni, B.C. Lv. Victoria 9:30 a.m., return evening. Fare, $13.75, kids $6.95. Details, tickets from Juan de Fuca Railroad Club, P.O. Box 4093, Station A, Victoria, B.C., Canada.

Sept. 20-22: Ontario Northland Ry. excursion including steam power. Lv. CNR depot, Windsor, Ont., 5 p.m. Fri., in Pullman sleepers behind diesels; arr. North Bay, Sat. a.m.; ride in old coaches behind steam loco No. 137 on all-day 140-mile trip with many photo runs; returns Sat. night by Pullman; arr. Windsor on Sun. p.m. Fore, $75. Details, tickets from Michigan RR. Club trip chairman, Richard Kellog, 3888 Hazelett, Pontiac, Mich. 48054.

Sept. 28-29: Great Plains Railfan Congress, sponsored by Cornhusker Chapt., NRHS, at Lincoln Hotel, Lincoln, Nebr. Discussion groups on steam locos, diesel locos, narrow-goge, timetable collecting, trolleys, stations, railroad photography, and other phases of the hobby. Details from Bill Rapp, 430 Ivy Ave., Crete, Nebr. 68333.

Sept. 28-29: Excursion, N.Y. City to Burlington, Vt., via Penn Central and D&H to Port Kent, NY., ferry across Lake Champlain, visit Shelburne Museum. Lv. GCT 8:30 a.m. Sat, return Sun. evening. Fare, incl. hotel, about $36. Contact Empire State Ry. Museum, Box 459, Wall St. Station, New York, N.Y. 10005.

Sept. 28-29: Steam round trips from Boise, Ida; to Huntington, Ore., for benefit of Boise YMCA, using UP 4-8-4 No. 8444. Contact L. E. Johnson & Associates, Inc., 360 Sonna Bldg., Boise, Ida. 83702.

Sept. 29: Diesel trip from Portland via Maine Central thru Crawford Notch to Groveton, N.H., return via Grand Trunk. Photo stops, light lunches, CN air-conditioned cars. Lv.W. Commercial St., Portland, 8 a.m., return 7 p.m. Fare, $12.50; kids, $7, Details, tickets from Phillips Prince, The 470 Railroad Club, 73 Skylark Rd., Portland, Me. 04103.

Sept. 29: North Hills Travelers excursion on frt. only B&O and BR&P lines from Pittsburgh to DuBois and return, 20-coach train. Contact J. Edward Wally, 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

Oct. 4-5: Third annual Vermont Rail Foliage Excursion, over 240 miles, using former CPR steamer 1200 partway; visit Shelburne Museum, Proctor Marble exhibit; ride Lake Champlain ferry. Fare, incl. overnight room, $37.50: students 9-16, $16; children under 9 free. Details, tickets from Rail Associates Corp., Box 406, Bellows Falls, Vt. 05101.

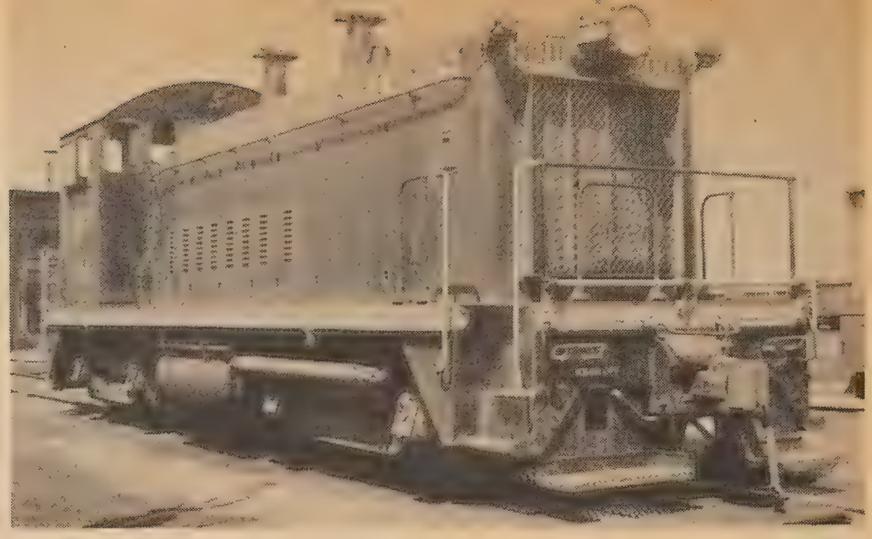
Oct. 6: Steam-diesel trip on New Haven RR. N.Y. City to Berkshire Mts. Lv. GCT 8:29 a m., Stamford 9:17, S. Norwalk 9:27, Danbury 11:00. Ct. Valley RR. Assoc. 2-8-0 No. 97 will pull train from Danbury to Canaan, Ct., and back. Photo run-by. Fare from N.Y. City, Stamford, Norwalk, $11.50; kids $7.50; from Danbury, $8; kids $5. Chicken barbecue at Canaan, $2.50 extra. Details, tickets from Ct. Valley RR. Assoc., Box 65, East Hartford, Ct. 06108.

Oct 12-13: Mainline steam, 950-mile round trip, Grand Central, N.Y. City, to Niagara Falls via Penn. Central, using 2-8-4 No. 759. Pick up passengers at Harmon, Albany. Open-door baggage car, combine, 1915 diner, 1912 parlor car, open "Rocky Mt." obs car. Lv. 7:30 a.m. Sat., return Sun. evening Fare, $37.95 kids $24.95. Contact High Iron Co, Box 200, Lebanon, N.J. 08833.

Oct. 13: Steam trip, Thomas to Durbin, W.Va., via Western Md., using Cass Scenic Ry. eqpt., incl. Heisler No. 6. Contact Penna. Ry. Museum Assn. trip chairman, Robert McKee, Jr., Box 4, Bridgeville, Pa 15017.

Oct. 25-27: Annual meeting, Assn. of Ry. Museums (dates changed from previous notice) at Ohio Ry. Museum, Worthington, Ohio. Forum, banquet, operation of cars (including former Columbus, Dela. & Marion 501).

Dec 21: Two-week rail tour of Mexico from San Francisco, L.A., Albuquerque, El Paso. Contact Wampler Tours, Box 45, Berkeley, Calif. 94701.



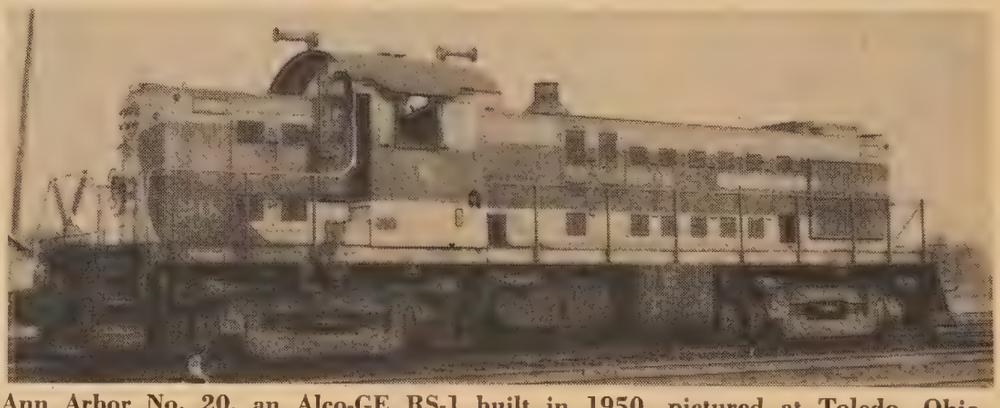
Grand Trunk Western No. 7011, class SW-9, is shown at Detroit.

All photographs by Sy Reich

SHORTLINES OF MICHIGAN

Locomotive Roster Compiled by Sy Reich

Class	Road Numbers	HP	Builder	Bldr's Model	Wheel Arrgt.	Tract. Effort	Weight	Date	Notes
			Ann Arbor Railroad						
D-3	1	386	Whitcomb	44-ton	B-B	25,700	85,600	1941	1
D-6	2-3	660	Alco-GE	S1	B-B	60,000	198,000	1944	
D-6	4-7	660	Alco-GE	S3	B-B	58,220	197,440	1950	
D-10	20-21	1000	Alco-GE	RS-1	B-B	70,054	240,230	1950	
D-32	50-56, 50A-56A	1600	Alco-GE	FA-2	B-B	71,460	243,270	1950	2
D-35	385-394	2500	GME-EMD	GP35	B-B	64,300	257,500	1964	2
			Boyne City Railroad						
---	70	400	GE	44-ton	B-B	22,000	88,000	1950	
			Cadillac & Lake City Railway						
---	2	---	Baldwin	---	2-8-2	27,500	140,000	1912	3
---	11	---	Alco-Cooke	---	0-4-OST	10,000	64,000	1924	4
---	18	---	Baldwin	---	2-6-2	?	110,000	1920	5
---	71	---	BW	---	B-B	34,000	156,000	1930	32
			Ludington & Northern Railway						
---	16	800	GM-EMD	SW8	B-B	?	?	1952	



Ann Arbor No. 20, an Alco-GE RS-1 built in 1950, pictured at Toledo, Ohio.

Delray Connecting Railroad No. 64, built by Alco-GE in 1945, seen at Detroit.

Grand Trunk Western Railroad

LS-5a	73	500	Brill	——	B-B	40,000	140,000	1929	6
GS-6a	78-79	600	GM-EMC	SW	B-B	50,325	201,300	1938	7
GR-12c	1500-1503	1200	GM-EMD	SW1200	B-B	61,020	247,220	1955	8
GR-12j	1509-1510	1200	GM-EMD	SW1200	B-B	60,560	246,520	1957	9
GR-12za	1511-1519	1200	GM-EMD	SW1200	B-B	60,780	243,130	1960	10
MRG-10e	1950-1951	1000	Alco Pr.	RS-1	B-B	61,650	246,500	1957	
GR-17x	4134-4138	1750	GM-EMD	GP9	B-B	60,080	245,840	1958	
GR-17x	4139	1750	GM-EMD	GP9	B-B	60,080	245,840	1957	11
GR-17b	4427-4441	1750	GM-EMD	GP9	B-B	59,970	245,030	1954	12
GR-17j	4539-4546	1750	GM-EMD	GP9	B-B	59,700	244,320	1957	11
GR-17j	4552-4557	1750	GM-EMD	GP9	B-B	59,000	245,000	1957	13
GR-18a	4700-4707	1800	GM-EMD	GP18	B-B	60,000	245,640	1960	
GRG-17c	4900-4901	1750	GM-EMD	GP9	B-B	60,990	253,770	1954	14
GRG-17k	4907-4722	1750	GM-EMD	GP9	B-B	60,280	250,950	1957	
GRG-17w	4930-4933	1750	GM-EMD	GP9	B-B	60,580	252,320	1958	
GRG-18b	4950-4952	1800	GM-EMD	GP18	B-B	60,790	253,270	1960	15
GS-12b	7010-7014	1200	GM-EMD	SW9	B-B	60,800	246,550	1952	
GS-12c	7015-7016	1200	GM-EMD	SW9	B-B	60,800	246,550	1953	
GS-12d	7017-7019	1200	GM-EMD	SW1200	B-B	60,800	246,320	1955	
GS-9b	7225-7232	900	GM-EMD	SW900	B-B	56,660	229,770	1956	16
GS-9e	7262-7268	900	GM-EMD	SW900	B-B	57,150	231,750	1958	
GS-10a	7900-7914	1000	GM-EMD	NW2	B-B	50,440	242,570	1941-2	17
GS-10a	7966-7973	1000	GM-EMD	NW2	B-B	61,880	243,990	1947-8	
GS-10a	7974	1000	GM-EMD	NW2	B-B	61,880	243,990	1943	31
MS-10d	8026	1000	Alco-GE	S4	B-B	68,910	229,700	1953	18
MS-10f	8034-8035	1000	Alco	S4	B-B	70,170	233,900	1955	
MS-10j	8082	1000	Alco	S4	B-B	69,720	232,390	1955	
MS-10k	8083-8090	1000	Alco	S4	B-B	69,720	232,390	1955	
MS-10a	8091-8095	1000	Alco-GE	S2	B-B	69,000	230,000	1942	19
MS-10a	8096-8105	1000	Alco-GE	S2	B-B	69,000	230,000	1944	20
MS-10a	8106-8111	1000	Alco-GE	S2	B-B	69,000	230,000	1946	20
MS-10m	8196-8204	1000	Alco Pr.	S4	B-B	57,760	231,050	1956	
MS-10m	8205	1000	Alco Pr.	S4	B-B	57,760	231,050	1956	
GFA-15a	9006-9027	1500	GM-EMD	F3A	B-B	55,780	223,130	1948	

Chicago, Kalamazoo & Saginaw Railway (owns no motive power)

Copper Range Railroad

——	100-101	1000	BW	DS 4-4-1000	B-B	72,000	240,000	1947	
——	200	1200	BLHW	S-12	B-B	72,000	240,000	1951	

Delray Connecting Railroad

——	64	1000	Alco-GE	S2	B-B	57,900	230,000	1945	21
——	66, 68, 70, 72	660	Alco-GE	S1	B-B	49,500	198,000	1945	

Detroit & Mackinac Railway

——	646	660	Alco-GE	S1	B-B	59,700	198,000	1946	
——	466-467	1500	Alco-GE	RS-2	B-B	73,200	240,000	1946	25
——	468-469, 4610	1500	Alco-GE	RS-2	B-B	68,800	240,000	1946	25
——	481	1500	Alco-GE	RS-2	B-B	69,150	240,000	1948	25

Detroit & Toledo Shore Line Railroad

——	41-42	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	
——	43-44	1500	GM-EMD	GP7	B-B	60,000	240,000	1951	
——	45-49	1500	GM-EMD	GP7	B-B	60,000	240,000	1952	
——	50	1500	GM-EMD	GP7	B-B	60,000	240,000	1953	
——	116-118	1200	GM-EMD	SW7	B-B	62,500	248,000	1950	
——	119	1200	GM-EMD	SW9	B-B	62,500	248,000	1951	
——	120-121	1200	GM-EMD	SW9	B-B	62,500	248,000	1952	

Detroit Terminal Railroad

——	101-102	1000	Baldwin	VO 1000	B-B	60,000	240,000	1945	26
——	103	1000	BW	DS 4-4-1000	B-B	60,000	240,000	1947	
——	104-112	1000	GM-EMD	NW2	B-B	60,000	240,000	1947	
——	114-115	1000	GM-EMD	NW2	B-B	60,000	240,000	1949	
——	116	1200	GM-EMD	SW7	B-B	60,000	240,000	1951	

Escanaba & Lake Superior Railroad

——	100	1000	Baldwin	VO 1000	B-B	72,000	240,000	1946	
——	101	660	BW	DS 4-4-660	B-B	60,000	200,000	1947	
——	102	800	BLHW	S-8	B-B	49,000	196,000	1952	

Fort Street Union Depot (owns no locomotives)

Lake Superior & Ishpeming Railroad

——	1001-1003	1000	Alco-GE	RS-1	B-B	?	?	1951	27
——	1501-1503	1500	Alco-GE	RS-2	B-B	57,500	228,200	1949	
——	1604-1605	1600	Alco-GE	RS-3	B-B	61,570	247,000	1950	
——	1606-1607	1600	Alco-GE	RS-3	B-B	61,570	247,000	1953	28
——	1608	1600	Alco	RS-3	B-B	61,570	247,000	1954	
——	1609-1610	1600	Alco	RS-3	B-B	61,570	247,000	1955	
——	1611	1600	Alco-GE	RS-3	B-B	61,570	247,000	1950	29
——	1801	1800	Alco Pr.	RSD-12	C-C	85,650	348,000	1956	
——	1802	1800	Alco Pr.	RSD-12	C-C	85,650	348,000	1957	
——	1803	1800	Alco Pr.	RSD-12	C-C	85,650	348,000	1958	
——	1804	1800	Alco Pr.	RSD-12	C-C	85,650	348,000	1963	
——	2300-2301	2300	GE	U23C	C-C	91,094	360,000	1968	
——	2500-2501	2500	GE	U25C	C-C	90,000	360,000	1964	28

Manistique & Lake Superior Railroad

D-6	1	660	Alco-GE	S3	B-B	57,850	196,210	1952	

Marquette & Huron Mountain Railroad

SC4	18-23	——	Alco	——	2-8-0	42,000	315,060	1910	30
SC3	29	——	Alco	——	2-8-0	48,000	435,000	1906	30
SC1	35	——	Baldwin	——	2-8-0	60,484	442,100	1916	30

Port Huron & Detroit Railroad

——	52	660	Alco-GE	S1	B-B	59,400	196,000	1945	
——	60	1000	Alco-GE	S2	B-B	69,000	230,000	1949	

Wyandotte Southern Railroad

——	D-100	660	BW	DS 4-4-660	B-B	?	?	1948	

Wyandotte Terminal Railroad

——	1	450	GE	65 ton	B-B	32,250	130,000	1941	
	101-103	660	Baldwin	VO 660	B-B	50,000	200,000	1945	
	104	660	BW	DS 4-4-660	B-B	50,000	200,000	1949	

Detroit Terminal Railroad No. 103, a Baldwin-Westinghouse unit, at Detroit.

Michigan Shortlines: Roster Notes

These rosters are based on data from officials of the M&HM, E&LS, AC&Y, Calumet & Hecla, LS&I, DT, WT, BC, GTW, CR, D&M, D&TS; and PH&D. They are accurate as of the second quarter, 1968.

Locomotive builders: Alco-GE, American Locomotive Co., General Electric Co.; GM-EMD, General Motors-Electro Motive Div.; GE, General Electric Co.; Alco-Cooke, American Locomotive Co.-Cooke Works; GM-EMC, General Motors-Electro Motive Corp.; Alco Pr., Alco Products; Alco, American Locomotive Co.; BW, Baldwin-Westinghouse. BLHW, Baldwing-Lima-Hamilton-Westinghouse. (V66), renumbered 951901.

(1) AA 1 sold to Dundee Cement.

(2) AA 52A, 55A, 50A and 55 sold to the Wabash in 1963, renumbered 820-823, and leased to the New Jersey, Indiana & Illinois. They were traded to Alco Pr. 9/65 for new power. 50-54, 56, 51A, 53A-54A and 56A were traded to GM-EMD for 385-394. Wabash 601, 614, 620, 713 sold to A.A. and traded for GP-35's 385-394.

(3) C&LC 2 was originally Saginaw Timber Co. (?), then Polson Logging Co. (?), then Rayonier (2), then in 3/62 No. 2 of Grand Traverse Northern, which leases it to C&LC.

(4) C&LC 11 was originally Kelly Island & Transport (13), then No. 11 of Mr. Carlton Johnson who leases it to C&LC.

(5) C&LC 18 was originally Florida & Alabama (18), then No. 18 of Mr. F. Steck, who leases it to C&LC.

(6) GTW 73 was originally GTW 7730, class Q2; then GTW 73. It was rebuilt by GTW in 1939, scrapped in 1960. This was LIRR 402 (2nd).

(7) GTW 78-79 were originally GTW 7800-7801, then GTW 78-79 (1950). No. 78 was scrapped in 1962. No. 79 was scrapped in 1958.

(8) GTW 1500-1503 were originally GTW 1505-1508, then GTW 1200-1203 (1956), then GTW 1500-1503 (1957). GTW 1500 and 1502 were transferred to Central Vermont, renumbered CV 1500, 1502. GTW 1503 is assigned to CV but is still stenciled GTW.

(9) GTW 1509-1510 were originally GTW 1269-1270, then GTW 1509-1510 (1957). Assigned to CV but still stenciled GTW.

(10) GTW 1511 was transferred to CV but is still stenciled GTW.

(11) GTW 4139 was originally GTW 4541, then wrecked and rebuilt to GTW 4139 (1959).

(12) GTW 4427-4441, originally GTW 1751-1765, then GTW 4427-4441 (1956).

(13) GTW 4552-4557, originally CV 4552-4557, then GTW 4552-4557 (1964).

(14) GTW 4900-4901, originally GTW 1766-1767, then GTW 4900-4901 (1956).

(15) GTW 4951 scrapped in 1963.

(16) GTW 7225-7226, originally assigned to Canadian National but stenciled GTW. Now assigned to GTW.

(17) GTW 7902, 7907, 7912, and 7914 are leased to CN. GTW 7903 was scrapped in 1946.

(18) GTW 8026 scrapped in 4/59.

(19) GTW 8091-8095, originally GTW 7914-7919, then GTW 8091-8095 (1956). GTW 8095 is leased to CV, stenciled CV.

(20) GTW 8096-8111, originally GTW 7920-7935, then GTW 8096-8111 (1956).

(21) DC 64 sold to Akron, Canton & Youngstown, renumbered 103. Retired 10/12/66; sold to Norfolk & Western, which traded it to GM-EMD for new power.

(25) D&M 466-469, 4610, and 481 rebuilt by Alco to 1600 hp.

(26) DT 101-102 sold to Industrial Service Co.

(27) LS&I 1001 sold to George R. Silcott (12/67), then to L. B. Foster, then to Sabine River & Northern. 1002-1003 were sold to Calumet & Hecla (10, 12/67), renumbered 205-206.

(28) LS&I 1607 retired 1/65, traded to GE for LS&I 2500.

(29) LS&I 1611 was originally Chicago, Rock Island & Pacific 450, then GE 450, then LS&I 1611 (1966).

(30) M&HM 18-23, 29, and 35 were originally LS&I 18-23, 29, 35; then M&HM 18-23, 29, 35.

(31) GTW 7974 was bought for CV but delivered to GTW.

(32) C&LC 71 was Armco Steel B-71, Mich. Ry. Hist. Soc. 71, which leases it to C&LC.

SOUVENIRS

Fiction story by Newton Thomas

JUST assigned and just arrived, the young boomer telegrapher "Chuck" Benton stood on the Atwater station platform and watched the tail lights of Number 5 twinkle farewell. The conductor's words still rang in his ears:

"Come on, young feller! This is your jumping-off place. Water tank, store, four or five houses, the depot and Old Hargy. That guy's a queer duck. Can't keep a night man long."

Chuck scanned his own unkempt figure. "Well, I'd better report for duty," he decided.

Hargy was wrestling with a four-wheeled baggage truck at the far end of the platform. Chuck went to him.

"My name's Benton. New night man."

Hargy only grunted. Then Chuck helped him to get the truck into the freight house. After that, the old man led the way into the ticket office.

"I'm Hargadine, the agent" he said. "Here's the office keys."

He removed his uniform cap and coat and replaced them with a shapeless fedora and something that had once been double-breasted and had three buttons but now had one. He glared at the young brass-pounder skeptically.

"Why company officials encourage boomers, I don't know," he grumbled, "no sense of responsibility—"

Then he ambled out of the door, leaving Chuck in charge. The latter peered around the office. It differed no whit from others he had worked in during his telegraphic career, except that this was dirtier than most.

"I'll bet that lamp globe hasn't been dusted since the last pay-car stopped here. I might as well polish it."

This he did, and continued his tour of inspection, hoping to find something to eat. In the freight house, an open box of cookies met his eye. It had been jammed in transit and doubtless would be refused. Filling his pockets, he went back into the office to make the best of a dry lunch—his only food in twenty-four hours. He was wondering when, if ever, he'd again run across a couple of old buddies on the boomer trail, Joe Allen and Bogey Nelson, both hell-raising telegraphers like himself.

A freight went by, westbound. It was 10:30 by the depot clock. Then the dispatcher came on the wire calling WR.

"Come to think of it, the old fogie forgot to mention the office call before he left," Chuck meditated. "He was more interested in airing his notions of boomers. Maybe WR is Atwater."

Without straightening up, he leaned over lazily and opened the key.

"What office is WR?" he tapped.

This simple question apparently was too much for the dispatcher's self-control. After two vitriolic words Chuck shut off to let him cool, and then began, "I'm the new man at—" But the DS would not let him finish. Once more Chuck threw the circuit open. A minute of silence and he tried a third time.

"I'll tie up this wire all night unless you answer. Is Atwater's call WR?"

"Yes, it is," came the sputtering answer. "Now clear that extra west."

Chuck asked, "Clear the freight west at ten-forty?"

"Okay! And try to stay awake the rest of the night."

For minutes the new man mooned in his tilted chair. "I'll bet that bird hasn't been set up long from an operator. Funny how operators and brakemen get swelled heads when they're raised to dispatchers and conductors! He slings a wicked fist, at that. Wonder who he is? Guess I'll grab a little hay while I can," and he stretched himself out on the table.

THREE minutes later Chuck was aroused by loud raps at the ticket window. He shoved the window up impatiently, revealing the head and shoulders of an excited man who appeared to be Italian.

"Hey, boss! You gotta pass for forty-eight men to St. Paul?"

Chuck replied, "I don't know what you're jabbering about."

The stranger explained: "My name is Tony and I'm extra gang foreman. Five days now my forty-eight men wait for pass to St. Paul. Alla time stall. If you not got pass we break everything—depot, operator."

"Si, si, Tony. Let's get it straight. You're the boss of an extra gang, and the road folds the gang up for the winter, and you've been waiting five days for a pass to St. Paul. Is that right?"

"You right, boss. Please, the pass!"

Just then the sound of many feet announced the arrival of his gandy dancers. Chuck made a quick decision.

"Okay, Tony. Tell those boys I'll get them off to St. Paul tonight."

Weather-beaten Italians surged into the waiting-room, chattering and gesticulating. Tony calmed them with his good news and the gang started for the bunk cars to get their belongings—all but Tony. After the last man had gone, Chuck called the dispatcher and asked if he knew anything about a pass for fifty men.

Evidently still sore from their little argument earlier in the evening, the dispatcher snapped a terse "No."

Chuck persisted: "Can't your night chief get hold of someone from the super's office or the roadmaster's and straighten this thing out before these boys set fire to the depot? They're threatened to tear it down and they're not fooling."

"No, I can't; and I don't give a damn what they do to the depot, or you."

"Just remember that when you talk to the chief in the morning."

Chuck glanced at the timetable and saw that Number 2 was due at Atwater at 5:15 a.m. After considering the situation for a minute, he said: "Well, ei-

ther me or Tony and his gang will have to take Number 2 out of here this morning; and as for me, Number 2 is going the wrong way. That elects Tony unanimously."

The king snipe inquired anxiously, "What does Mr. Dispatcher say?"

Chuck grinned slyly.

"He says okay, Tony. The conductor on Two will have a pass for you."

"Boss, you sure one swell guy. Here's a coupla bucks. You buy something."

"Thanks. Return by four-thirty."

"Right, boss!" Tony beamed and followed his men.

Chuck dropped the ticket window.

"Almost midnight," he pondered. "Tony won't be back for four hours. And four hours' rest should put me in good shape." But at that moment a light tap startled him. "If that's Tony again, I'll shoot—"

Again he raised the glass. This time he faced a girl, a honey blonde with come-hither eyes and a voluptuous figure and stared at her in surprise.

"I'm Lucy Hargadine, the agent's daughter," she cooed. "Father forgot to give you the station call. It's WR. He forgot to clear Number 5, too."

Chuck grimaced. "*Forgot* is a popular word on a railroad. Any more forgots?"

"Yes, I was asked to tell you, but I left on a date and forgot. Please don't mention it to Dad."

"I sure won't, Miss Hargadine."

Chuck was easily mollified by feminine appeal. Lucy's half-smile lingered as she stepped from the ticket window to the door. His eyes followed her hungrily.

She made a face at him, saying, "Don't forget," and then slipped out.

AGAIN Chuck Benton shut himself in. The mental picture of breath-taking Lucy Hargadine blended into his dreams as he fell asleep. But at 3:45 he was awakened by heavy feet and a clatter of tongues. Chuck rubbed his heavy eyelids and opened the window. Tony had come back.

"Hey, boss, you check the bags?"

"Sure, Tony. Hoy many pieces?"

"Fifty-seven, boss."

Chuck could find only thirty checks, so he decided to use both the original and the claim half for the emergency. Accordingly, he tore the checks into halves, one with the string and the other with none. Then he produced a ball of twine, called Tony, and asked, "You got a knife?"

"Sure, plenty knifes! see? Here's a mine. She's just like a razor."

With the keen blade the lightning slinger cut a hole and attached a piece of twine. "See, Tony?" Then he shoved the rest of the checks to the foreman and ordered, "Now go to work!"

In a matter of minutes the bags were checked. A note to the general baggage agent would take care of the other end. The op called Tony.

"What is it, boss?"

"Tell your men to have their bags ready and as soon as the baggage-car man opens his door, toss them into the car. You savvy, Tony? We can't delay the train."

"Sure, sure," and the foreman instructed his gandy dancers.

Chuck watched proceedings on the platform until the red markers went by.

"What a night! I hope the skipper doesn't try to put those boys off. If he does, he'll be in the headlines tomorrow."

The boomer cleaned up the mess the trackmen had left and then sat down to await developments.

"WR—WR—WR."

He reached for the key, groaning to himself, "Here it comes!"

"Conductor asking if you know anything about a pass for about fifty men to St. Paul. They got on at your station."

Chuck's reply was incisive. "Better ask the dispatcher. He knows everything."

DS was listening in and asked: "What did you do about those men?"

"The important thing I did was to save your life. I hope you're not sorry." Chuck hesitated. Then: "I'm coming in on the extra west and I'd like to see you."

"What do you want to see me for?"

"Not very much. I've made a sketch of you in my mind and want to see if I've missed anything."

AT 8:04 a.m. Chuck stepped into the chief dispatcher's office. The late-night-trick men were just being relieved by the day force. Chuck asked for the third-trick op on the east end. He walked up behind the man indicated and touched his shoulder. Quickly the man wheeled and stepped back. They faced each other.

"Chuck Benton! For the love of—"

"Joe Allen! What the hell!"

"Don't tell me it was you at Atwater last night! Let's get out and talk."

They went into the hall and greeted each other all over again.

"That was me, Joe, but what was wrong? You came within an inch of tying up the railroad!"

"Yeah, I know. I had a hangover. Let's forget it and go eat. You've been hungry as long as I've known you. I'll bet you don't have a dime right now."

"Right, Joe," Chuck said, forgetting Tony's two dollars. "Tell me about last night."

So Chuck related all the details of his busy shift, not omitting Lucy. He suddenly remembered that he was leaving Atwater without having really got acquainted with that intriguing bit of feminine flesh.

Joe looked suspicious. "You going back there to work tonight?"

"Hell, no! I'm *from* that place, not *to*. I don't think I'll even ask for my pay. Let 'em donate it to Hargy. I could never face the chief with that yarn, true as it is. Guess I'll head for the West Coast."

"I've got a better idea, Chuck. The chief is an old friend of mine. After breakfast I'll go back and tell him all that happened, my half and yours. He's been a boomer himself and understands. I've got two weeks more to work and then we'll go out West together. In the meantime, I'm flush and you can get the wrinkles out of your belly. What say?"

TWO days passed. Joe told Chuck the chief wanted to see him. Third trick man at Blair, in Joe's territory, had quit on short notice.

The chief dispatcher, Mr. Koerner seemed to have wiped the Atwater episode from his mind.

"All right, Benton," he said, "that's fine! The agent down there, Dalton, is a good man. You'll be on Allen's wire. Hope you boys get along this time."

"No danger, Mr. Koerner. Thanks."

Chuck found Herman Dalton as the dispatcher had described him. The agent took Chuck home to dinner with him and Mrs. Dalton put up a lunch for his first trick. After dinner the two brass pounders strolled back to the depot, where they found Tommy Cavanaugh, Herman's "helper," practicing on a Morse set.

The agent gave Chuck the keys and told him all he thought that a new man would need. Later, Chuck heard footsteps in the waiting-room. He threw up the window.

"Hya, stranger. Heard we had a new night man here. Dropped in to say hello. I'm Carl, the night police force."

"Nice of you, Carl. Come on in!"

The law accepted and explained that he often visited the night man.

"You're still welcome," Chuck said.

"You see, there's only two people, be-

sides me, legally awake at night in this town: the operator and Kitty Cavanaugh, the telephone girl. Kitty is Tommy's sister. She makes Java at one and we generally lunch together. I'm due there pretty soon."

Next night, promptly at twelve, Chuck's phone rang.

"Depot," he said. "Benton speaking."

"This is Kitty Cavanaugh. I asked Carl to take some coffee to you. He'll be there in a few minutes."

Chuck beamed. "Mighty nice of you, Miss Cavanaugh. Thanks."

"Night owls look after each other," she purred. "Carl is on his way."

The patrolman came and shortly went. Chuck waited until he was sure they had eaten and called to extend his appreciation. Then he asked the girl, "How do you keep awake?"

"Quite easily," said Kitty. "I come on at ten. Calls fade from then on. As they thin out, I do my routine work. I talk with operators in various exchanges."

"Telegraphers do it, too," Chuck said.

"Sometimes curious things happen," she went on. "For instance, several nights back a farmer down state wanted Gresham on the G&P, a small place about 25 miles from here. The agent wasn't there, so the night operator took the call. After they had finished, I wanted some information for my report, so I called again. The operator said, 'Bogey speaking.' I thought he was kidding, but he was serious. Did you ever hear such a name, Mr. Benton?"

"Was his last name Nelson?"

"That's right, Mr. Benton."

"Holy mackerel! I know that fellow. Haven't seen him in years. Say, Kitty, if it's not too much trouble—"

"I'll get him for you now if he's still there. Wait!"

A sleepy voice grumbled: "Gresham depot—G&P Railroad."

"That you, Bogey?" Chuck asked.

"That depends. If you're not the sheriff, yes. If you *are* the sheriff, Bogey died last week. Who's talking?"

"Your old side kick, Chuck Benton."

They yammered the usuals, and Benton volunteered, "I'm at Blair."

"I know where it is. I'm about 25 miles west of you. Our right-of-way parallels yours about a half mile across the fields. You have a station there, Yantic. The agent lives upstairs. How long you been there, Chuck?"

"A few days. Going to the Coast in a week or two. How about you?"

"Been here a month. Got ten days more and then Minneapolis for me.

AS DAYS went by, Chuck had several chats with Bogey. One day he asked Herman Dalton if he knew Bogey. The answer was no.

"You've missed something," Chuck said. "He has worked everywhere telegraphers are used, and he is good. Racetracks are his weakness."

Toward the end of his second week, time began to drag for Chuck Benton. The waves of the Pacific were getting more audible by the day. Joe had wired that he was free Saturday. Chuck promised to be in on the first train. He wired Mr. Koerner for relief and the chief had promised. Then came Friday night.

"Eight hours more and we'll be on our way, destination unknown," Chuck said.

Joe came on the train wire at midnight. Chuck was listening dreamily to his musical Morse, when Number 4 roared by. As he reached for the key to clear it, Joe called Blair and asked Chuck if he could give a "31" to Number 4. Chuck replied by reporting her through. He listened to Joe call Gibbons, the next station west, and gave the agent there the order.

Then he gave an order to Bowen, the station beyond Yantic, for Number 4, changing a previous meet. Four was losing time. Bowen acknowledged the order and reported Four out.

An ominous silence settled over the telegraph circuits; not a sounder clicked. Suddenly the operator at Gibbons broke in excitedly:

"DS! DS! Number 3 didn't stop. I—I—forgot to throw the red on her!"

Joe made a terrified splatter of garbled dots and dashes. Here was a lap order, through no fault of his. He called Yantic, a day station only, hoping to raise the sleeping agent upstairs. But he failed. Numbers 3 and 4 were racing at each other on a single track! Ten, fifteen, or maybe fifty people would—

Chuck Benton had heard every word and realized what had happened. Grabbing the receiver from its hook, he rattled it madly. Kitty's impatient voice broke in.

"For God's sake, Kitty, I want Bogey. Quick!"

In seconds Bogey himself spoke.

"Bogey, it's Chuck. A lap order. Two passenger trains. Red lantern! Stop everything. You get me?"

There was no answer. Again Chuck rattled the hook and Kitty broke in.

"I'm sure he heard you. The receiver's off the hook at Gresham."

BOGEY, short and heavy, was tearing across that half-mile, slipping and stumbling with a precious red light under his arm! He was tiring, his breath coming in gasps, his legs wearily shortening each step. As he labored along, a faint rumble came to him.

"Yeah," he gasped and finished the rest without a sound. "One of them! There's the station, too! I'll make it all right! There she is!"

Bogey hit the B&N right-of-way as 3's headlight straightened out from around a curve and almost blinded him. He gained the roadbed and waved his lantern in a washout signal. Two blasts came from Three's whistle. He heard the brakes screech, turned quickly to look for Number 4, and in the light of his lantern he saw a spike. This he picked up and dashed it through the second floor window to rouse the agent.

Bogey listened as it crashed. Then he started to meet Four. Once more he heard a familiar roar and kept doggedly on his way. In the glare of her headlight he swung his lantern twice and it went out. Sudden fear nauseated him.

"Three's headlight," he thought.

Then came two short shrieks again. Bogey stepped from the track and the engine rolled by. Four's Pullmans came up with a bang. Air streamed and fire flew from the brakeshoes as the cars passed him.

Released from his tension, Bogey threw the lantern that had almost failed him—almost—at the observation car's door. He didn't know why. He heard it strike and break and then sat down on a tie to ease his feet.

Slowly he turned toward the depot. The agent was up now; the windows were all alight. Beyond it the two high-wheeled locomotives glared at each other, just a few feet apart. Two men were coming his way carrying lanterns.

"Looking for me, I guess," he grunted. "I got no time to gas with those bozos. I'll bet my dispatcher is knocking the insulators off the poles right now, trying to raise me. What'll I tell him, I wonder? I know. I'll tell him to go to hell. This is my last night in Gresham."

Chuck Benton heard Yantic tell Joe that the trains were flagged in time.

"Queer, too, nobody knew who did it," he said.

Yantic seemed pleased to have a mystery. Chuck let him keep it.

Next day, Joe remarked casually: "The super himself was on Number 4. He brought an old lantern frame, some red glass, and a spike and he said he'd keep them as souvenirs."

Hawaiian Railway Project

Twelve miles of track are all that remain of Hawaii's Oahu Ry., seen here near Kahe Point. Passenger trains may run again.
Photograph by Nicholas A. Carter, Honolulu, Hawaii

PICTURE a semi-tropical island in the mid-Pacific with breakers rolling up onto white sandy beaches. In the background, tall and green, mountains reach almost to the water. Between the two, sharing the narrow beach strip with coconut palms and *kiawe* trees, were steel rails 3 feet apart. Over the gentle rolling surf you could have heard a mellow-toned steam whistle; and a husky little Consolidation chuffed into sight, pulling a string of green, open-vestibule coaches.

That was Hawaii a little over 20 years ago when her last scheduled passenger train made its final run. But such a train might again run there. A resolution to that effect, introduced by Representative Francis A. Wong, passed both houses of the Hawaiian Legislature shortly before adjournment last spring. It calls for a feasibility study on the operation of a 12- to 15-mile railroad as a recreational, historical, and educational state park. The resolution was based on a proposal written by a TV producer-director, Nicholas A. Carter, 202 Wist Hall, University of Hawaii, Honolulu, Hawaii 96822, who would like to get comments or suggestions from *Railroad Magazine* readers.

Courtesy of The Honolulu Advertiser
Waipahu Depot, 12 miles from downtown Honolulu and 3 miles from closest remaining rails, may be restored as part of proposed Oahu Railway Park.

Hawaii's Department of Land and Natural Resources, a state agency, is making the study. Creating a state park around an operating railroad is a novel concept. In fact, the idea may be a first for Hawaii, a blending of natural and man-made elements.

Not so long ago Hawaii had more than 1,000 miles of railroad track, several hundred locomotives, and thousands of railroad cars. Today railroading there is virtually non-existent. Most lines vanished right after World War II.

But on Oahu island, commerce and government center of the state, a few remnants of railroading still exist. The Oahu Railway & Land Co. ran its last train over the 70-mile route between Honolulu and the sugar-mill town of Kahuku on Dec. 31, 1947. Most of the track, along beautiful beaches, soon disappeared and the thrill of an all-day outing via train became just a memory.

Today, under a new corporate title, the company operates a mile or two of track at the Honolulu waterfront. On it a small, old diesel shunts pineapples from the inter-island docks to a nearby cannery—a sad vestige of a once-proud system. A 12-mile stretch of the old OR&L's 3-foot-gage mainline, still intact on the island's west side, is the last existing segment of authentic Hawaiian railroad. It begins near Pearl Harbor.

In 1950 the U.S. Navy bought the tracks from Hawaii, then a territory, for the nominal fee of $1. Although used extensively during the Korean conflict, the line now sees a train no more than once every few weeks or months.

This 12-mile segment of former OR&L track is the basis of the proposed Oahu Railway Park. According to the proposal, park trains would share the rails with Navy trains. But joint operation should create no problems, considering the infrequency of Navy movements over the line.

The Railway Park would have to rebuild 3 miles of track on Navy right-of-way along the Pearl Harbor shore to reach the suggested eastern terminus of Waipahu, which already has the only rural railroad depot left in Hawaii. Although the building is a rather stark 1890's structure that is now ramshackle, island authorities consider it significant and worthy of restoration. With the addition of a turntable and roundhouse, platform, and picnicking and parking areas, the Waipahu depot would become the road's major terminal.

Hopefully, rolling stock and motive power could be turn-of-the-century pieces—steam locomotives pulling excursion-equipped flatcars and open-vestibule coaches. The latter were standard equipment on Hawaiian rails right up to the end in the 1940's, but locating such items would present a major challenge. They might have to be built to order.

Several civic groups have endorsed the project, and the Historic Buildings Task Force, a Honolulu group that records and publicizes structures worthy of preservation, is interested because of Waipahu depot. It is pointed out that Hawaii, where tourism is an important industry, would benefit economically from the railway attraction—which would be "gravy" above and beyond the recreational, historical, and educational value. The feasibility report is to be presented to the Legislature next Spring. Judging by community support thus far, it should be favorable. Possibly Hawaii will soon have a state park railroad. ●

Don Bolander says: "Now you can learn to speak and write like a college graduate."

Is Your English Holding You Back?

"Do you avoid the use of certain words even though you know perfectly well what they mean? Have you ever been embarrassed because you pronounced a word incorrectly? Are you sometimes unsure of yourself in a conversation with new acquaintances? Do you have difficulty writing a good letter or putting your true thoughts down on paper?

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Is there any way, without going back to school, to overcome this handicap? Don Bolander says, "Yes!" With degrees from the University of Chicago and Northwestern University, Bolander is an authority on adult education. For almost twenty years he has helped thousands of men and women stop making mistakes in English, increase their vocabularies, improve their writing, and become interesting conversationalists *right in their own homes.*

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Question: **What is so important about a person's ability to speak and write?**

Answer: People judge you by the way you speak and write. Poor English weakens your self-confidence—handicaps you in your dealings with other people. Good English is absolutely necessary for getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question: **What do you mean by a "command of good English"?**

Answer: A command of good English means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read. Good English can help you throw off self-doubts that may be holding you back.

Question: **Are there other advantages to be gained by acquiring a command of good English?**

Answer: Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

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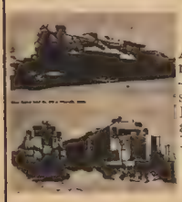

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HONEYMOON SPECIAL

Mid-Continent Railway Historical Society members, operators of the Rattlesnake & Northern museum line at North Freedom, Wis., recently played hosts to a pair of newlyweds, both of whom have worked on the line before and since marriage, by holding their reception on the museum's train.

David B. Wantz, 25, a student of mechanical engineering at the University of Wisconsin, and his bride, Jeanie, a student of German at the same university, were married in a conventional church wedding, then they drove to North Freedom, where they boarded the train, drawn by the museum's ex-Dardanelle & Russellville RR. No. 9, a 2-6-0 (Baldwin, 1884), which may or may not be the oldest operating standard-gage steam loco in the U.S.A. The Honeymoon Special proceeded 4½ miles to La Rue for a country dance.

Dave has done a great deal of mechanical work for the museum line, and Jeanie sells tickets and souvenirs at the depot. The couple spent the summer in a honeymoon cottage near the depot.

Newlyweds Dave and Jeanie Wantz were given a reception aboard steam-drawn museum train of Mid-Continent Railway Historical Society. Both are railfans.

The Milwaukee Sentinel photos

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BOOKS OF THE RAILS

AMERICAN LOCOMOTIVES: *An Engineering History, 1830-1880*, by John H. White, Jr.; 504 pages, 10x9¼", hard covers, illustrated, with appendices; Johns Hopkins Press, Baltimore, Md. 21218; $20.

This most recent work by the Smithsonian Institution's curator of transportation is intended to treat the development of standard practices during the early history of the steam locomotive in the U.S.A. Of course, there were no standard practises at first, each early locomotive being pretty much an experimental design unto itself. Thus the selection of representative early locomotives to illustrate the theme of this book has had to be based on the author's opinion as to what features led to standardisation in later years.

One of the fascinations of the steam locomotive is that nearly every class on each railroad had its own individual, recognisable characteristics, yet in the years after the period covered by this book, most steam engines shared similarities such as injectors, blast pipes, basic valve-gear designs, boiler construction, suspension, etc. The author has done a fine job of showing how the use of these common features evolved. However, much history of early locomotive development is centered around experimental machines which did not lead to standard practices, and one might wish for equal coverage of those pioneer engines whose lack of practicability in wide application did not lead to further refinement.

Within the scope of this work, though, the exposition is delightfully thorough and accurate. The many illustrations are mostly line drawings of early locomotives, the explanations of how their mechanical appliances worked are clear, and just about every aspect of locomotive design is covered, explained, and illustrated. The appendices give brief biographies of pioneer builders, detailed specifications of some early engines, and a chronology of American locomotive development, 1795-1875. All this adds up to an interesting, comprehensive, and useful reference work.

A CENTURY OF SOUTHERN PACIFIC STEAM LOCOMOTIVES, written and published by Guy L. Dunscombe, 1418 Fordham Ave., Modesto, Calif., 496 pages, 8x10½" (weight 4 lbs., 9 oz.), with 800 illustrations, 2 color plates, and 18 division maps on additional pages 14x10", chronology, index, $20.

Here is a revised and enlarged edition of a giant-size book published originally in 1963 and reviewed in our Oct. '63 issue. This attractive tome consists largely of engine pictures (what a galaxy of steam photos!) and detailed corporate histories of the nearly 300 roads comprising the present SP system. Guy Dunscombe has achieved a monumental success in producing a "classic" that may well be consulted by researchers even in the distant future. Among its 800 illustrations are shots of nearly one-fifth of the 4000-plus steam locos, now vanished, that burnished the 160,000 miles of rail operated or controlled by SP.

The author worked for six years in SP freight traffic, he really knows that railroad. The amount of time and conscientious effort he put into this book was enormous. His "Century" is well organized and, as stated in our previous review, fulfills a steam fan's dream. The additional material that he incorporated into this edition makes it even more desirable.

A SELECTIVE SURVEY OF THE LITERATURE ON TRANSPORTATION, April 1968 edition, 202 pages, 8½x11",

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20TH CENTURY, by Lucius Beebe	$ 5.95	($ 5.65)
THE LUCIUS BEEBE READER	$ 7.95	($ 7.55)
DELAWARE & HUDSON, by Shaughnessy	$15.00	($14.25)
NC&StL: HISTORY, STEAM LOCOS, by Prince	$12.00	($11.40)
BUFFALO & SUSQUEHANNA, Paul Pietrak	$ 3.50	($ 3.35)
ALASKA RAILROAD, by Edwin Fitch	$ 5.95	($ 5.65)
LINES WEST, by Charles R. Wood	$12.95	($12.30)
IN PURSUIT OF THE GENERAL, Pittenger	$ 6.95	($ 6.70)
BOSTON & ALBANY BOOK, by Stephen Salsbury	$10.00	($ 9.50)
THE ORIENT EXPRESS, by Michael Barsley	$ 6.95	($ 6.70)
MAN FROM STEAMTOWN (Blount), by Adair	$ 3.95	($ 3.80)
PULLMAN PANORAMA, by Robert Wayner	$ 4.75	($ 4.50)
NARROW GAUGE TO REDWOODS, Dickinson	$ 6.95	($ 6.70)
NYC EARLY STEAM POWER, by Staufer	$15.00	($14.25)
MILE-HIGH TROLLEYS, by Wm. C. Jones	$ 7.95	($ 7.55)
MY IRON JOURNEY, by Otto Kuhler	$10.95	($10.40)
RAILS ACROSS PANAMA, by J. L. Schott	$ 5.50	($ 5.25)
RAILS TO POSSUM TROT, by J. A. Stowe	$ 2.50	($ 2.40)
CANADIAN PACIFIC: A Brief History; McDougall	$ 3.50	($ 3.35)
SUPER POWER STEAM LOCOS, by R. J. Cook	$ 8.95	($ 8.50)
RAILROADS OF YOSEMITE VALLEY, H. Johnston	$ 8.50	($ 8.05)
HISTORIC RAILWAY DISASTERS, by O. S. Nock	$11.00	($10.45)
EASTERN STEAM PICTORIAL, Pennypacker	$15.00	($14.25)
COLLECTOR'S BOOK OF LOCOMOTIVE, Alexander	$15.00	($14.25)
SNOWPLOW, by Gerald M. Best	$ 6.00	($ 5.70)
ATLANTIC COAST LINE, by Richard E. Prince	$12.50	($11.90)
THE TRAINS WE RODE, Beebe and Clegg, Vol. I	$15.00	($14.25)
THE TRAINS WE RODE, Vol. II, Beebe-Clegg	$15.00	($14.25)
LOCOMOTIVES THAT BALDWIN BUILT, Westing	$12.95	($12.30)
OPEN THROTTLE (rail-fiction stories)	$ 3.75	($ 3.55)
LOCOS. OF DICKSON MFG. CO., Best	$10.00	($ 9.50)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
DIRECTORY, RY. OFFICIALS, YEAR BOOK	$10.00	($ 9.50)
RAILS THROUGH DIXIE, Krause, Reid	$ 8.95	($ 8.50)
C&O POWER, by Shuster, Huddleston, Staufer	$15.00	($14.25)
STEAM POWER: C&NW, by Charles T. Knudsen	$10.00	($ 9.50)
STEEL RAILS TO SUNRISE, Ziel and Foster	$12.95	($12.30)
BURLINGTON ROUTE, by Richard C. Overton	$10.00	($ 9.50)
NEVADA COUNTY NARROW GAUGE, by G. Best	$ 7.50	($ 7.15)
PACIFIC COAST SHAY, by Dan Ranger	$ 7.95	($ 7.55)
B&O POWER, by Alvin Staufer	$15.00	($14.25)
GREAT LAKES CAR FERRIES, by Geo. Hilton	$ 6.00	($ 5.70)
HAWAIIAN RAILWAYS, by John Hungerford	$ 4.95	($ 4.70)
THE OVERLAND LIMITED, by Lucius Beebe	$ 5.95	($ 5.65)
THE MA & PA, by George W. Hilton	$ 5.00	($ 4.75)
CANADIAN NATIONAL RYS., Stevens, 2-vol. set	$15.00	($14.25)
GREAT DAYS OF THE CIRCUS, by Freeman Hubbard	$ 4.95	($ 4.70)
THE RUTLAND ROAD, by Shaughnessy	$10.00	($ 9.50)
STEAM LOCOS OF BURLINGTON, Corbin, Kerka	$15.00	($14.25)

paper covers, not illustrated; Franklin Institute Research Laboratories, Science Information Services, 20th and Race Sts., Philadelphia, Pa. 19103; $12.50.

This is an index, with descriptive paragraphs, to current and recent studies pertaining to various forms of transportation. As a guide to scholarly and technical works, it should be useful to libraries and professional transportation researchers.

British Railway Books

The following British books, published by David & Charles, Ltd., are distributed in the U.S.A. by Augustus M. Kelley, Publishers, 24 East 22nd St., New York, N.Y. 10010. All are illustrated and have hard covers. These and other British books we have recently listed form a remarkably thorough examination of the history and operation of railways and locomotives in the British Isles.

Scottish Railway History in Pictures, by John Thomas, 112 pages, 7½x9½", $7.50.

London & North Western Ry. Precursor Family (of locomotives) by O. S. Nock, 160 pages, 7½x10", $9.

The Great Western Ry. Stars, Castles, & Kings (loco classes), by O. S. Nock, 160 pages, 7½x10", $9.

The Midland Compounds, by O. S. Nock, 160 pages, 7½x10", $9.

Thomas Newcomen: The Prehistory of the Steam Engine, by L. T. C. Rolt, 158 pages, 6x9½", $6.50.

The Springburn Story, by John Thomas (history of Scottish Caledonian Ry. locomotive works), 260 pages, 5½x8½", $8.50.

A Hunslet Hundred, by L. T. C. Rolt (100 years of locomotive-building by Hunslet Engine Co.), 177 pages, 5½x9", $6.50.

Southern Steam, by O. S. Nock (history of steam power on Britain's Southern Ry.), 200 pages, 5½x9", $9.

The Ballycastle Railway, by E. M. Patterson, 154 pages, 5½x9", $7.50.

The Callander & Oban Railway, by John Thomas, 200 pages, 5½x9", $7.50.

The West Highland Railway, by John Thomas, 172 pages, 5½x9", $6.50.

The Highland Railway, by H. A. Vallance, 182 pages, 5½x9", $6.50.

The Midland & South Western Junction Railway, by Colin G. Maggs, 160 pages, 5½x9", $7.50.

A Regional History of the Railways of Great Britain: Vol. I, The West Country by David St. John Thomas, 214 pages, 5½x9", with foldout map, $9; Vol. II, Southern England, by H. P. White, 218 pages, 5½x9", with foldout map, $9; Vol. III, Greater London, 227 pages, 5½x9", with foldout map, $9; Vol. IV, The North East by K. Hoole, 237 pages, 5½x9", with foldout map, $9. ●

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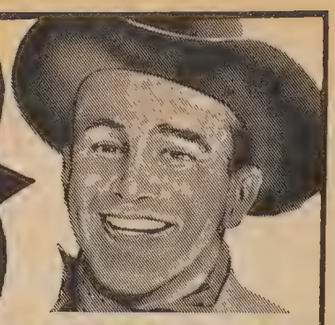

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This area has such a tremendous growth potential, such a fantastic unlimited future, that wise investors have purchased large acreage. Bing Crosby's ranch was one of the largest ranches in the county. James Stewart is Honorary Sheriff. Yes, the smart experienced investors have sensed the future and are buying MEADOW VALLEY RANCHOS in Elko County, Nevada.

MEADOW VALLEY RANCHOS has all the factors needed to boom . . . to prosper . . . to skyrocket its land values. Ideally located in the prospering Elko Valley, The Ranchos have the backdrop of the statuesque Ruby Mountains. The sparkling Humboldt River, actually flows through the property and is a valuable asset of the Ranchos. Every Rancho fronts on a graded road. The City of Elko, with its long established schools, churches and medical facilities is MEADOW VALLEY RANCHOS friendly neighbor.

FISHING: A fisherman's paradise. Huge Rainbows, Brook Trout and German Browns abound in Alpine-like lakes and streams.

GOLF: Enjoy leisurely golfing, with never a rush for starting times, at the city owned Ruby View Golf Course. This beautiful golf course is only minutes from the property.

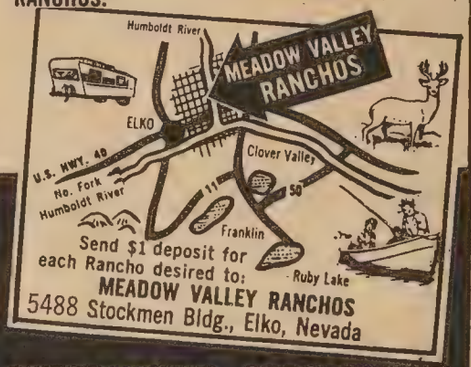
LAKE OSINO: No charge to Rancho owners for full privileges at nearby Lake Osino. Fish, Picnic, Relax at this private lake.

HUNTING: You will find the hunting of your life. Big game Mule Deer are abundant. Duck, Quail and Chukar are plentiful.

YOUR PROFITABLE TOMORROW — YES, wise investors are now buying in MEADOW VALLEY RANCHOS, but America's largest corporations, who buy in advance of population explosion, are also investing throughout Nevada. U.S. COMMERCE BUREAU FACT: Per capita income in Nevada is highest of all 50 states.

TAX RELIEF — No State Income, Gift or Inheritance Tax. The low Real Property Tax is actually limited by the State Constitution.

WHAT ARE THE TOTAL COSTS? The full price of the title to your 1¼ acre Rancho is only $695. Total payment schedule is $1 down, and $10 per month. No interest, no carrying charges. John D. Rockefeller said, "The big fortunes of the future will be made in Real Estate." You are not required to do anything to your land. Live or vacation on it, or watch its value grow, then sell all or part of it for a profit. Your profitable tomorrow is here today in MEADOW VALLEY RANCHOS.



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Yes!—Reserve acreage at MEADOW VALLEY RANCHOS for me - $695 for each 1¼ acre parcel—payable $1 down and $10 a month. No other charges. Send purchase contract and map showing exact location of my holding. You will return my $1 deposit if I request same within 30 days. I enclose $1 deposit for each 1¼ acre Rancho desired.

SIZE ACRES	DOWN	PER MO.
1¼	$1	$10
2½	2	15
3¾	3	20
5	4	25

Name:_____

Address_____

City:_____ Zone:_____ State:_____

Indicate No. of Ranchos ____ Total enclosed $____

Fully automated electric locomotive, first of two on our hemisphere, will be put in service on a 25,000-volt, 60-cycle railway being built in southeastern Ohio by Ohio Power Co., an American Power Corp. subsidiary. Manufactured by General Electric's locomotive and parts department at Erie, Pa., each of the two 5,000-hp. E-50 locos will pull a string of 15 100-ton hopper cars, the train making six round trips a day at OP's Muskingum Mine between the mining area and coal-conveyor terminal. The E-50 carries its own rectifying equipment, thus allowing the line's overhead catenary wire to carry power from a specially designed transformer on a nearby power line. Only one substation with this transforming equipment is needed. Each unit weighs 402,000 pounds and has a maximum starting tractive effort of 117,000 pounds.

Michael A. Eagleson, 286 Washington St., Glen Ridge, N.J., N.J. 07028

Pennsy 2-10-0 No. 4483, class I-1sa, is displayed by Westinghouse Air Brake at Turtle Creek, Pa., near Pittsburgh.

How to get rich

How can you get rich some day? Make a hit record . . . a killing on the stock market . . . or invent a gadget like the hula hoop?

For most of us, these are just dreams. But have you ever stopped to think that there *is* a way to get rich—possibly only one sure way? Most fortunes, as you know, are made by people who own their own business.

Perhaps you've thought of starting a small business of your own . . . a franchised drive-in, or maybe a service business. Trouble is, you need $10,000 to $15,000 to get started and even then it's a gamble—with slim chance of ever making really big money.

But there is *one* business which could make you rich—almost overnight! And the beauty of it is, you can start on a shoestring during your spare time, even while holding your regular job.

Cash by Mail

The business is Mail Order—and it's fabulous! Come up with a 'hot' new item . . . and WHAM!

It strikes like a bolt of lightning!

Suddenly, you are deluged with cash orders from all over the country . . . MORE MONEY than you could ever make in a lifetime!

Like the Vermont dealer who ran one ad in Sports Afield Magazine. His ad pulled 22,000 orders—over A HALF MILLION DOLLARS IN CASH!

There is no other business where you can make a fortune so quickly!

- A beginner from Newark, N.J. ran his first small ad in House Beautiful—offering an auto clothes rack. Business Week reported that his ad brought in $5,000 in orders. By the end of his first year in Mail Order, he had grossed over $100,000!
- Another beginner—a lawyer from the midwest, sold an idea by mail to fisherman. Specialty Salesman Magazine reveals, "he made $70,000 the first three months!"

Proof

It's a fascinating business! Running ads in newspapers and magazines . . . mailing gift catalogs . . . getting cash orders in your daily mail—steady as clockwork.

There is no other business where you can start on a shoestring and pyramid your profits—*without investing in merchandise!* One husband and wife mail order team took in $40,000 selling one item. They obtained FREE ads in national magazines . . . didn't invest a cent in merchandise, and even got the supplier to ship all orders for them!

These exceptional cases are absolute proof that *you can get rich* in your own Mail Order business. Very rich. Even a U.S. Gov. Report stated: "A number of one-man Mail Order enterprises make up to $50,000!"

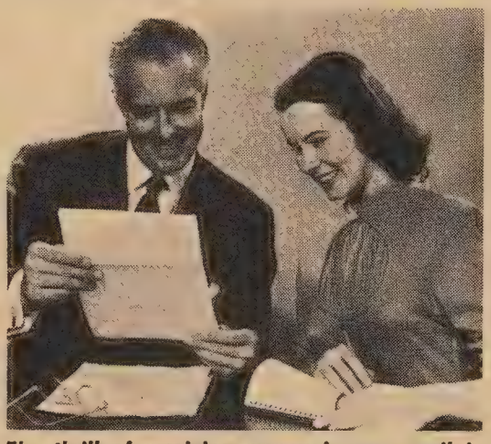
Pick up any magazine. Notice how the same mail order ads are repeated . . . month after month? That's concrete proof! You know those ads wouldn't be repeated over and over again—*unless* they were bringing in big cash profits to their owners.

The Secret

The secret of getting rich in Mail Order lies in *financial leverage.* It's a little-known, almost secret method—using other people's capital to make money for you!

You can get thousands of dollars worth of advertising in big national magazines—without investing your own money! And you don't have to write a single ad. Tested and proven ads are prepared for you by experts. Reinvest the profits from your first successful ad—to get more, larger ads, and the profits begin to snowball! It's like building a chain of stores . . . each new store puts more money in *your* pocket.

You mail out beautiful catalogs which offer hundreds of dollars worth of fine, quality gifts—yet you don't invest one



The thrill of receiving money in your mail is one you'll never tire of!

cent of *your* own money in merchandise! Your catalogs are printed with your name and address, so all orders come to you. Everything is "drop-shipped" for you, and there's up to *100% mark-up!* You pocket the cash profits immediately—even before the orders are shipped to your customers!

Repeat orders alone, just from mailing catalogs, could bring you a steady income for the rest of your life!

Yes, Mail Order is the fastest-growing, most profitable business in America! And now, with more people moving to the suburbs . . . the population explosion . . . and the expanding teenage market . . . we are on the verge of the BIGGEST BOOM in Mail Order history!

Now, with the help and backing of Mail Order Associates, Inc., of Montvale, N.J., you can follow the same proven steps to Mail Order success—using the 'secret' of financial leverage!

Start Now

We supply you with beautiful gift catalogs throughout the year. All products are dropshipped for you, with up to 100% mark-up! You get free samples of top-selling mail order items, plus monthly trade reports on 'hot' new products . . . tested, successful ads are sent to you monthly. You get advertising directories, postal laws, complete courses, expert guidance—EVERYTHING you need to practically guarantee YOUR SUCCESS. Why? Because *our* business depends upon *your* success. It's mutually profitable!

A recent feature article in Income Opportunities Magazine stated, "Mail Order Associates Inc., offers the most comprehensive Mail Order program ever offered to beginners." They go on to say, "This could be the opportunity you've been looking for. A chance to get in on the ground floor in a little-known business which we believe is on the verge of a new boom."

Free

We are now accepting a limited number of charter members in our new Mail Order Program. No previous experience is required but you must be over 21.

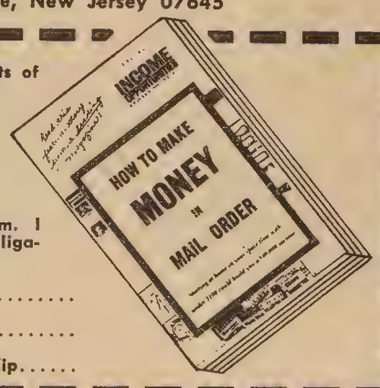
If you are sincerely interested in starting a profitable business of your own . . . if you can see the tremendous advantages which Mail Order offers . . . then ACT NOW!

Mail the coupon today, or simply send your name and address on a postcard. No salesman will call. We will send you a free book—gift catalog, reprints of feature articles, plus complete facts about our program. Write to:

Mail Order Associates, Inc., Dept. 91
Montvale, New Jersey 07645

Rush Coupon for FREE BOOK!

plus reprints of Mail Order articles



Mail Order Associates, Inc., Dept. 91
Montvale, New Jersey 07645

Please rush complete details on your Mail Order Program. I understand everything is free and there is absolutely no obligation. I am over 21.

Name .....

Address .....

City .....State.....Zip.....

HOBBY CLUB

conducted by Sy Reich

DEATH has called Grahame H. Hardy, age 61, who was No. 1 in our *Interesting Railfans* series.

Sy Reich

Grahame was probably the world's largest dealer in railroadiana, buying and selling other antiques as well as running a nationwide business first in Oakland, Calif., and then in Carson City, Nev. He published 5 railroad books, including 3 written jointly by Lucius Beebe and Charles Clegg. One of them, *Cable-Car Carnival*, was a national best seller and is credited with having foiled plans of San Francisco officials to scrap that city's cable cars.

Grahame also organized, in the 1930's, the California-Nevada Railroad Historical Society, and he opened a museum in Silver City, an old mining town about four miles from Virginia City.

The historic Virginia & Truckee Railroad of Nevada, that hauled millions in silver and gold from the Comstock Lode, was a special favorite of his. After the line had folded up, following World War II, Grahame discovered that the corporate title was unclaimed in the state records; so he bought it for a song and proclaimed himself president of a line no longer in operation. He died June 16th of a heart attack, leaving a widow and 3 sons. Our comment on the death of his close friend Lucius Beebe applies to Grahame Hardy also: "The world seems smaller because he has gone." (See page 18.)

Setouts and Pickups

"I am researching for an article on railroads claiming to be the world's crookedest," writes Ted Wurm, 122 Monte Vista Ave., Oakland, Calif. 94611. "Besides the old Mt. Tamalpais & Muir Woods, the Virginia & Truckee, CS&CCD, Salt Lake & Mercur, and the Hetch Hetchy also claimed the title. Who knows of others?"

Len Gordy asked (Aug. issue) if anyone could identify a trolley car lettered T&E. Says Chris M. Mundt, 1112 S. Broadway, Pittsburg, Kan. 66762: "The Texas & Eastern, an electric line, ran between Dallas and McKinney, Texas, until the late 1920's, when it was renamed Texas Electric, and it kept that name until service was ended."

Impressed by the Shay pictured on our August cover, Walter Barnes, 700 W. 34th St., Austin, Texas 78705, wants info. on Ephraim Shay and the locomotives he designed. He asks if the Shays had "vacuum brakes."

Largely due to a notice printed in this department two years ago, Teen Railfans of America (TRA) has tripled its membership. Readers wishing to join this active and growing organization should contact Bob Krom, secretary, 191 Wall St., Kingston, N.Y. 12401.

Stock certificates for Blackberry Creek Ry. are being sold at $1.25 each by Harold L. Powell, president of Blackberry Creek Railway Historical Society, Inc., P.O. Box 9591, Jacksonville, Fla. 32208, to raise money to put into running order the gas-mechanical locomotive owned by Jacksonville Chapter of NRHS.

Pacific News, an illustrated, 16-page, slick-paper, monthly magazine, featuring mainline railroads, especially steam, and city rapid transit, sells at $3 a year in the U.S. and Canada, $4 elsewhere. Address Chatham Publishing Co., P.O. Box 283, Burlingame, Calif. 94010.

"I want to hear from readers who can tell me where Morse telegraph circuits are still in operation," says Daniel L. Crotty, 1850 Columbia Pike, Arlington, Va. 22204.

A non-profit organization was formed in 1964 by people interested in collecting, recording, and preserving technical, historical, and practical data concerning the PRR and its affiliations and making this material available to rail-

Photos on these two pages by Roger Arcara

fans. This body is called the Pennsylvania Research & Information Assn. Until recently it was a closed group of serious researchers and collectors of Pennsy items. Now, however, it is open to Pennsy enthusiasts everywhere. Dues are $1.50 a year plus $1 initiation fee. Address PR&IA (stating your age), 515 Miranda Rd., Pittsburgh, Pa. 15241. Each member gets a periodic newsletter, *The Keystone*. One of the Association's services is to supply drawings, photos, etc., for producing PRR models. The president is Elmer M. Steuernagel.

Along the Steam Trail

"Which steam locomotives are stored at Green River, Wyo.?" This question was put to W. P. Miller, Union Pacific freight agent there, by John Bremer, Coon Rapids, Minn. The answer is: No. 5511 (2-10-2) and Big Boy 4006. The UP has no plans to scrap either engine. Last year, when the powerhouse at a nearby chemical plant failed, No. 5511 supplied it with steam for about a week.

Recently we mentioned an 0-4-0, Knoebels Grove 99, "location unknown." We now learn from Charles Neval, Southampton, N.Y. 11968, that this engine, not in running condition, is displayed at Knoebels Grove, an amusement park just outside Elysburg, Pa., on Rte. 4 between Danville and Mt. Carmel. Children climb over her.

East Broad Top RR.'s No. 17, a large 2-8-2, heads north from Rockhill Furnace.

Winter special operation for railfans on East Broad Top RR., Orbisonia, Pa., had a mixed train (at top) out in seven-degree weather, with coal stoves in the coaches going full-blast. (Above) Railfans prepare to photograph No. 17 on turntable. (Left) Three-foot-gage train on wye at Colgate, north of Orbisonia.

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Gentlemen: Without obligation, send me the "Blue Book of Crime," and list of Identification Bureaus employing your students or graduates, together with your low prices and Easy Terms Offer. No salesman will call.

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Address..... Zip.....

City..... State..... Age.....

NEW IMPROVED

Dr. Philip's Pipe

the only pipe in the world with these

REVOLUTIONARY FEATURES!

- Metal Cooling Ring
- Ceramic Bowl
- Moisture Trap

CUT-A-WAY OF BOWL SECTION

PAT.

- Metal Cooling Ring dissipates heat.
- Interchangeable Laboratory-type porous ceramic bowl traps tars . . . eliminates "break in."
- Moisture Trap absorbs condensation.
- Crafted of finest Mediterranean Briar.

"HOT TONGUE" GONE FOREVER

The exceptional coolness of this smoke is due to a combination of the latest findings in "thermal dynamics." The heat-dissipating retainer rings around the top of the bowls, and the air-space between the ceramic and briar bowls act as effective cooling elements.

NO "BREAKING IN"

The Dr. Philip's pipe needs no breaking in. The ceramic bowl provides the properties normally attained only by "seasoning" a wooden bowl by many less-than-pleasant smokings. It smokes absolutely dry—with the full aromatics of the tobacco coming through to please you. Tars and other distasteful by-products in the tobacco are trapped in the filter bowl.

NO SPITTLE PROBLEM

Another feature of the Dr. Philip's pipe is a moisture trap . . . simply and easily replaced without cost when you clean or replace the ceramic filter bowl.

NO REAMING OR STEM SWABBING

There is no caked, sodden tobacco at the bottom of a Dr. Philip's pipe to ream out, because the ceramic bowl insert eliminates it . . . (and for the same reason, there's no need for pipe-stem cleaning). Each ceramic bowl is good for at least 60 pipe-fulls. You may then replace it . . . or . . . hold it over a flame for a few minutes until the accumulated tars are burned off . . . then re-use it. Each pipe comes to you with 3 ceramic bowls.

NO OUTER SPACE LOOK

The Dr. Philip's pipe is handsome, slim, traditionally styled and feather-lite in weight. There's nothing "gimmicky" about the Dr. Philip's pipe . . . it has been designed for solid, smoking pleasure . . . not off-beat styling. It is crafted of finest Mediterranean Briar, the vulcanized bits and the complete assembly is done here by skilled artisans.

GUARANTEE & FREE TRIAL OFFER

The Dr. Philip's pipe is unconditionally guaranteed. AND . . . here is our free trial offer. For a period of 10 days you can smoke it . . . test it . . . judge it . . . compare it with any pipe on the market—and if for any reason at all you are not completely satisfied RETURN IT AND RECEIVE A FULL CASH REFUND.

COMPLETE WITH 3 INNER CERAMIC BOWLS . . . Only . . . $10.

ACE-HI PRODUCTS
Box 2730 Grand Central Sta., New York, N.Y. 10017

Gentlemen: Enclosed find $10 for one Dr. Philip's Pipe complete as advertised. It is understood that I may return this pipe within 10 days for full cash refund if I am not fully satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

Nickel Plate Berkshire type 759 (Lima, 1944), which had been stored in the roundhouse at Conneaut, Ohio, since she was pulled out of service in 1953, is being reconditioned for the centennial re-enactment of the Golden Spike ceremony. Retired Norfolk & Western shopmen familiar with steam are giving her expert care. Next May she may haul a train of old *Empire State Express* cars from New York to Promontory, Utah, and will meet a Union Pacific steam locomotive with a train from San Francisco to restage the historic meeting of 1869 that marked the completion of the first U.S. transcontinental rail link.

"While our project of a 4-mile steam excursion line in central Illinois has not yet materialized," writes Don Heimburger, vice president of the Monticello & Sagamon Valley Railway Co., Box 666, Tolono, Illinois 61880, "we are steadily acquiring equipment. Our 0-4-0 engine, which passed a state boiler inspection, has been fired up several times. Our ex-Southern Baldwin 2-8-0 is in storage. She was brought up from Alabama on 3 flatcars last January. We have ex-Wabash smoker-coach 1400 and a *City of Decatur* parlor car and we expect soon to get a Nickel Plate RPO car, an open-vestibule coach, and a wooden caboose; but as yet we have no rail to lay on our line. Maybe some reader will help us. A year's membership in M&SV costs only $2.50; life membership is $50."

Tommy Tompkins, an orange-grower of Alamo, Texas, has opened the Alamo Live Steam Engine Museum, reports Paul Vickers (no address). Visitors to the lower Rio Grande Valley of Texas and travelers en route to and from Mexico via the McAllen Gateway take time out to see the exhibit of steam locomotives and steam pumps. Tommy fires up some of them to entertain tourists. Which locos does he own?

Back in 1928, if you had predicted that within 40 years only 12 steam locomotives would be left in common-carrier service in the United States, people would have thought you were "nuts." But the 1968 *Yearbook of Railroad Facts* (available free from the Association of American Railroads, Public Relations Dept., Transportation Bldg., Washington, D.C. 20006) tells us that the 57,000 steamers in common-carrier use in 1928 had dwindled to a dozen by 1967.

Former Pennsy 4-4-0 No. 1223 and two coaches (a combine and an open "trolleycar" type), all from the Strasburg Railroad, starred in the 20th Century-Fox movie production *Hello, Dolly!*, which was shot at Garrison, N.Y., beside the Hudson River, reports L. P. Cummings, 129 Nevin St., Lancaster, Pa. 17603.

Edgar T. Mead, Jr., chairman of Steamtown, U.S.A., Bellows Falls, Vt. 05101, reports that the board has voted unanimously to employ architect Fielding Lewis Bowman of New Canaan, Conn., to lay out a master survey and plan for Steamtown, including adequate cover and protection for the huge collection of locomotives and steam apparatus. The plans will take into consideration the equipment now on hand but will be flexible enough to cover possible future exhibits also.

Steam-powered log trains are running most days over the whole line of Bear Creek Scenic Ry., not just the shorter tourist route from Bear Creek Jct. to Topton, leaving 6:45 a.m. from Robbinsville, N.C., and reaching the Junction about 8 a.m. The train then proceeds to Topton with passengers; but fans getting on at Robbinsville and paying $1.25 extra fare can ride the entire

Most photographed loco in the Steamtown collection is surely No. 127, former Canadian Pacific 4-6-2, which has headed many fantrips in northeastern U.S.A. in recent years. Seen here heading north from Steamtown (background) on Green Mt. RR.

distance. General manager of the road, Gilbert A. Foss, was No. 66 in our *Interesting Railfans* series (June '68).

In the new Museum of History and Technology of the Smithsonian Institution, Washington, D.C., rests the Southern Railway's 1401, a 280-ton steam passenger engine, one of the ten locomotives which hauled President Franklin D. Roosevelt's funeral train from Warm Springs, Ga., to Washington. Every five minutes while the museum is open the 1401 erupts with authentic sounds of a working locomotive, including the whistle. Now a recording of those nostalgic sounds is available at the museum. It sells for $1 on the spot or $1.25 by mail order. On one side you get the same sounds heard in the museum and a recording of the locomotive laboring hard on the grade into Front Royal, Va. On the other side are recordings of a Union Pacific Big Boy, Pennsy K-4, and NYC Hudson type.

The 0-10-0 *Reuben Wells,* a 100-year-old Pennsy woodburner, until recently stored at Northumberland, Pa., was presented June 30th to the Indianapolis Children's Museum at 3010 N. Meridian St., Indianapolis, Ind.

Arizona's only steam-powered passenger train is operated by the White Mountain Scenic Railroad over 40 scenic miles of what used to be an Apache

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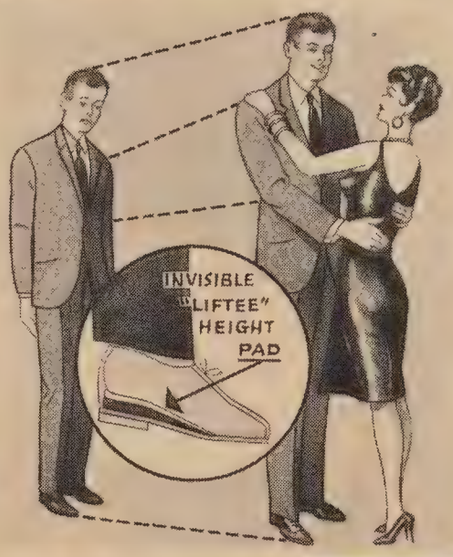

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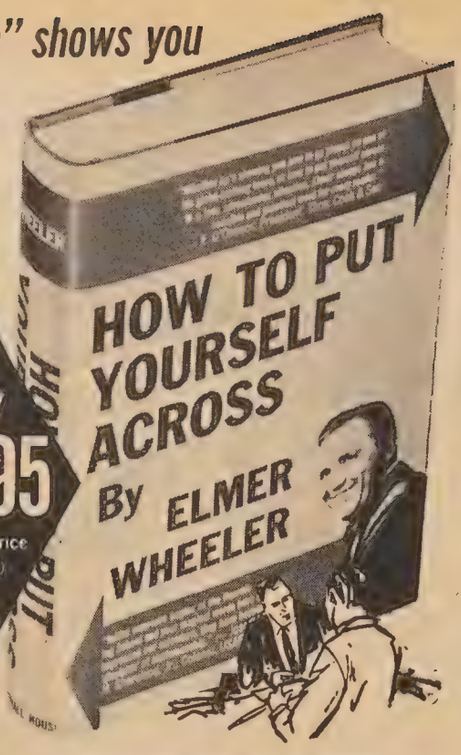

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• ABOUT THE AUTHOR •

Elmer Wheeler, known as "Mr. Sizzle" to millions of salesmen around the world, is always in great demand for speaking engagements. Early in his career Elmer took as his motto "Don't sell the steak—sell the sizzle," and turned it into an imposing business philosophy with a string of successes to prove it.

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Indian trail. Picnic in the pines is served at noon on Big Cienego Mt., which is 9,300 feet high. The road has two Mikado-type locos, Nos. 36 and 100. The 36, built in 1930, formerly ran on the Sierra Railroad. No. 100, built in 1925, came from the Santa Maria Valley Railroad. The WMS passenger cars, all from the Katy, were built in 1924 and are air-conditioned. Train leaves McNary daily except Sunday at 9 a.m. Details may be had by writing to the railroad at McNary, Ariz. Joe Mannix tells us that the line needs four new brakeshoes a week at $16 each, because of the run down grade.

"I fired, tape-recorded, photographed, and made movies of Duluth & Northeastern steam engines 14 (Baldwin, 1913) and 27 (Alco, 1907), both pictured in June '68 *Railroad*, page 6, as well as other D&NE locos," writes G. D. Dennis, Box 65, Terrace Bay, Ont., Canada.

After sitting on a siding just out of Macmillan & Bloedel's Nanaimo River Div. mining camp on Vancouver Island for 3 years, a steam rod engine, ex-Pacific Coast Terminals and ex-U.S. Army, has been sold by a Victoria, B.C., doctor and sent via Canadian Pacific to Calgary, Alta., reports Barney Means, R.R. 1, Port Alberni, B.C., Canada. The engine, which was built in 1942, is being overhauled in the CP's Ogden shops and will eventually work in Calgary's Heritage Park.

British Locos Available

"I have read of two British steam locomotives, the *Repton* at Steamtown in Vermont and the *Dwight D. Eisenhower* in Wisconsin," writes Paul Hubbard, 22 Quarry Bank, Keele, Staffordshire, England. "Your readers know that British Railways are discontinuing the use of steam power. At this writing (June 1st) the following steamers are still in action: British Railways standard classes: Class 9 (2-10-0), freight locos, 92000 series; class 5 (4-6-0), 73000 series; class 4 (4-6-0), 75000 series; class 4 (2-6-4), 80000 series (one example); class 5 (4-6-0), the 'Black 5' type; class 8 (2-8-0); and Ivatt class 4 (2-6-0). Also, I believe BR still has several *Britannia* Pacifics and a K1 2-6-0 from the Eastern.

"There are also many locos in scrap yards that are not likely to be broken up in the immediate future, such as Ex-Southern Ry. (of England) Bulleid Pacifics of the *Merchant Navy, West Country,* and *Battle of Britain* classes, both streamliners and rebuilds. Also class S15 4-6-0 and the Maunsell Mogul. Ex-Great Western Ry. (of England), having distinctive appearance with brass fittings: two engines from

Sierra Railroad No. 28 heads across Black Oak Trestle near Tuolumne, Calif., on a 3-percent grade, with excursion.

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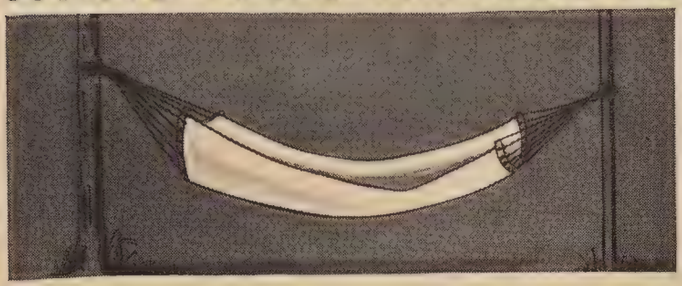

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Playing with one of these is great fun for everybody! Actually a brand-new government surplus meteorological balloon, it's made of the finest long-lasting neoprene rubber, inflates easily with gas or air to from 12 to 18 feet high. Kids love them. Terrific used as an advertisement, for bazaars, openings, etc. $2.95 ppd.

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King class, also Castles, Grange and Hall classes, tankers, maybe odd County class locos. Ex-LMS Ry: *Jubilee* class (4-6-0) express engine and the ex-Somerset and Dorset 2-8-0's. Ex-BR: No. 71000, Duke of *Gloucester,* the only engine of its class, last express steamer built in this country. I'd like to hear from anyone interested in acquiring any of these locos."

Railfan Business Opportunity

Due to poor health, Paul F. Garde, known as the world's largest dealer in railroad and trolley-car slides, wants to retire from his 16-year-old business, "Thirty-five Slides," and would sell it for less than one-third of appraised value. His inventory of saleable assets (at production cost) lists 22,000 original color slides for reproduction, $4,400; 30,000 b&w negatives for reproduction, $3,600; 40,000 color duplicates, as stock, ready for sale, $4,800; 60,000 b&w duplicates, as stock, ready for sale, $4,800, and 15,000 b&w photos for making copy negatives, $900.

"Production cost of the above comes to about $18,750," Paul writes, "but retail value exceeds $45,000. I'd take $15,000 for the lot, including nearly 4,000 names and addresses of customers and prospects, detailed lists of all items, and stencils, equipment, etc., for a small down payment plus $100 to $200 a month on the balance."

Paul was No. 37 in our *Interesting Railfans* series (Jan. '66). He lives at 24 Court St., Room 219, Colorado Springs, Colo. 80904.

Conductor George W. Black, member of Atlanta Chapter of NRHS, assists Mrs. John T. Bland from observation car *New River* on the fourth annual *Georgia Peach Special* at Fort Valley, Ga., July 6, 1968. Car is owned by W. Graham Claytor, Jr., president of Southern Ry. System; on head end was 2-8-0 No. 630, brought back lately to the Southern from the East Tennessee & Western North Carolina.

James G. Bogle, 1749 Dyson Drive N.E., Atlanta, Ga. 30307

Photographed in October, 1956, by David Plowden, 1239 Madison Ave., New York, N.Y. 10028

Canadian National 2-8-0 No. 468 on Boston & Maine tracks with train for New London, Ct.

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how to avoid burglary, housebreaking and other crimes!

by Ulrich Kaufmann
Retired Federal Agent in Charge and Security Expert

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Easy to Be Safe!

Why risk daily, unnecessarily, all you have and love?

You may now be running risks which *you* don't realize — the easiest, simplest steps could safeguard you simply by knowing about them.

Bad Guys steal and rob as a *business*. Training is life long. Prison is a tutoring school. They're tough. They've been taught exactly what to do to invade your home—take your possessions—even your life—with least risk to them.

What Discourages Intruders

You can be their easy mark victim. *They* know exactly the easiest, safest, fastest way to steal your car—your valuables and your cash *unless* you know how to prevent these dangers. . . . Here's how—and to *easily avoid* these risks.

I can help you and your family avoid danger from intruders. . . . Because my job has been to do exactly that for VIPs. Because all my professional life I've studied how criminals *think*—"spot" a victim—look over a "job"—plan strategy—commit their crimes—*and* what discourages them from doing so.

Would you prefer an intruder to *pass you up*—for an *easier* mark? Follow my simple dos and don'ts—and *overwhelmingly* they will.

I've put all I know into book form to help average families keep safe. I simply tell you the glaring weaknesses which trained criminals can recognize in your home right now—and exactly how to correct them. I give you the simple security tips, secrets, and cautions that cause intruders to go on to other easier "job" to steal more.

Should an intruder ever follow you or approach you or your home, *knowing exactly what to do can save your life*. So please read for the next 60 seconds carefully.

How to Play Safe!

Intruders try to *get into your car* as you stop on a deserted street for a red light. You break down at night in a strange area—or *return* to your parked car there. But I show you *now* what to do to avoid danger *then*.

You hear a strange noise in the basement. It *is* an intruder. But I show you *now* simple protective steps to take—*before* he gets to your bedroom.

You're away on a trip. Intruders approach your empty house. But I've already shown you exactly what to do so the intruder passes *your* house by.

You think you're being followed or overheard. But I've already shown you how to protect yourself—even how to use the police to frighten them off—without them *or the police* realizing what you're up to.

A stranger comes to the door with a "legitimate" reason to come inside. I show you exactly how to check his "credentials" before it's too late and exactly what to do as soon as you have *any doubts*.

You're walking home on a dark night through a strange neighborhood. Or you get home late and suspect intruders have already entered. I tell you exactly what to do to play safe. I warn of ways thieves take advantage of your habits, plans, even parties—and tell how to *forestall* them. And of the dangers of being *mugged* and robbed even in a high class hotel *elevator*—and how to keep this from happening to you.

Protection for 25¢

Here's what single women should do about name plate holders. How to get *extra* police protection, *extra* security from your landlord, *extra* help protecting valuables from your insurance company. How to be safest travelling, even abroad, at home, in your car, on foot, wherever.

The lock to your hotel room can be a TRAP. Dozens of people, even criminals, may have the key. *Anybody* else can simply *knock*—then, when you open, *burst* in. I show you how to be *entirely* safe and sleep calmly without danger.

Here's a protective service for 25¢—how to protect business secrets and advice on the best kind of peephole "spy" interviewer. I reveal where criminals *hope* you keep your dog and advise *where* to keep your dog to protect you best—especially at night.

Intruders may easily open any spring latch, bolt or lock in your house. I show you simple ways to *prevent* this—for pennies!

Suddenly Feel Secure!

Here's how to know for certain whether someone entered your apartment while you were gone—for a fraction of a cent. I report on a simple light portable device to keep a door closed while you are in the room. And on another that makes it impossible for an intruder to "pick" the lock. Even how to use your present TV, radio or stereo to *protect* you.

I show best ways to secure your car, how men—and women—can best hide money on their person. Exactly what to do about servants, and children, who seem to be making minor thefts.

Here's how to avoid criminals you might otherwise *accidentally* encounter. What precautions to take *before* leaving your apartment. Most window locks cannot even withstand a slight push—or are too *loose* to lock adequately. I show you exactly how to secure these openings firmly.

How Best to Defend Yourself

Suppose a dangerous intruder gets in your house—or a criminal attacks you in the street, in your car or wherever.

I show you now how to defend yourself. I show you simple weapons to use—strike a sharp blow, apply wicked pressure—even shock. I give you effective ways to use an umbrella and newspaper to defend yourself—a special way to repel an intruder—and *spray mark* him for future identification.

Here's how to use *pennies* to *quintuple* your punching power. What never to do with firearms against any intruder—that you see on TV everyday. How to master the Karate chop. I show "dirty ways" to fight with your elbows—how to use your *voice* in a fight with *3-Way results*—devasting "foot punches"—even better with high heels—and reveal *vulnerable* spots on attackers, *heads* and below.

I give you Judo blows delivered with the open hand—exactly what to do to nerve centers to make an attacker go crawling away. I warn you of self-defense gadgets that may be illegal in your area—or too dangerous. I give eminent *legal* opinions on your rights in resisting—even killing an intruder.

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Astonishing robot home electronic units that phone messages to police, report on entry, phone nre department and report fire, even phone utility and report appliance trouble—or phone your summer home or trusted friend when trouble strikes—actually distinguish *between* emergencies and give proper report to parties concerned. Amazing robot nurses that report heart attacks or other sudden danger health conditions.

I report on amazing protection available from simple, low cost security items—like astonishing chain locks you lock *from outside*. A simple gadget that makes it impossible to budge a partially open window. *Pillow* switches for *outside* lights.

I show how to use inexpensive equipment in place of costly equipment—and *get more security*.

I report on TV cameras or 2-way voice boxes that escort you from your lobby into your elevator, and to your apartment—and screening downstairs TV camera that flash visitor's face—and credentials—on your TV screen.

The Full Story

Here's the full story of latest sophisticated "bugging" devices that spy on you electronically — exactly what to do to protect yourself, and business.

I reveal three "secret" devices that cost you nothing—are found in every hotel or motel room—and have enabled me to sleep soundly in hundreds of strange rooms throughout the world.

I show you how to protect locks against *any* master key—block any door knob from within—make a noisy clattering burglar alarm at no cost.

Act Now!

Don't buy a fire extinguisher *after* your home burns down—or this book *after* you're a crime statistic.

Accept it now. YOU must feel more secure than ever in your life before—or no cost. Could anything be fairer?

My book is in short supply. Each edition printed so far has quickly sold out. It's first come, first served. Act now. The sooner you get it the sooner you get my Security Help, and peace of mind!

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Ulrich Kaufmann, retired Federal Agent in Charge and Security Expert....He studied crime in 24 countries — the Marseilles waterfront, to Hong Kong's ferry ship. He helped VIPs get the security they must have wherever they are.

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The Switch List

THESE items are published free and in good faith, without guarantee. Keep within 25 words, including name and address. Use abbreviation: *tts*, (timetables), *emp. tts.* (employees timetables), and *SSE* (send 6¢ stamped envelope for list or details). Use zip code.

As this issue hits the news-stands, our November department is closed. Entries for Dec. issue should reach us by Oct. 4th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

B&O No. 5600, the 4-4-4-4 *George H. Emerson*, at N.Y. World's Fair, 1939.

Collection of Roger Arcara

J.S. ANGEL, 2948 Oxford Dr., Bettendorf, Iowa. 52722, will sell 2 books: Bruce's "Steam Loco. in America" and Alexander's "American Locomotives 1900-1950."

JACK ARMSTRONG, 197 N. Summe St., Adams, Mass. 01220, buys size 116 diesel negs. LV, NY&W, L&NE, NKP, EL, WAB.

DON AUSTIN, N. Main St., Troy, N.H. 03465, sells railroadiana. List and samples 25¢.

BRUCE BARRETT, 2660 Forsythia, Pueblo, Colo. 81004, sells or trades diesel negs. on approval: D&RGW, ATSF, MP, C&S.

CECIL BARRETT, 306 First St., Saskatoon, Sask., Canada, sells size 116 Canadian rr. pix. List and sample 50¢. Will buy "Statutory History of Steam and Electric Rys. of Canada."

BOB BOWES, 4248 Alden Dr., Edina, Minn. 55416, buys trolleyana and interurbaniana.

R.A. BOYNTON, 84 Winter St., Malden, Mass. 02148, buys pix and negs. MEC steam.

SETH BRAMSON, 8035 Cecil St., Miami Beach, Fla. 33141, buys FEC railroadiana, Fla. trolleyana. Trades B&ML, CNS&M tkts. and railroadiana for RPO cancellations. Sells pix from official FEC negs.

RAY BROWN, RD 1, Middletown, NY. 10940, wants address of Lawrence A. Long, author of article on M&U in 8/47 Railroad Magazine.

TED CALLETON, 1455 Oakdale, Pasadena, Calif. 91106, buys rr. books.

WARREN CALLOWAY, 506 Lawndale St., Garner, N.C. 27529, will buy 2¼x2¼ or larger negs. SAL 1500, 1528, 1617, 1630, 1668, 1678, 1679, 3003, 3012-3013, 3027 803, 812-813, all FT's, 4500's.

E. CAPPON, 3238 Elwood, Grandville, Mich. 49418, will buy 35mm slides of Senator Kennedy funeral train.

R.H. CARLSON, Box 9, Combes, Tex. 79535, will sell 33 issues Railroad Magazine '49-'67; 211 issues Trains '44-'68; Mdl. RRer, RMC, etc. (SSE)

F. CHEESEMAN, 1306 Lane, Topeka. Kan. 66604, sells steam loco classification lamps.

H.E. CHELF, 1703 W. Tiffany Court, Peoria, Ill. 61614, trades SP and CB&O steam negs.

EARL CLARK, 825 Taft Rd., Cincinnati, Ohio 45206, sells trolley color slides from S. America, Europe, U.S.; also listing of world elec. lines.

RAFAEL CODEL, Apartado 210, Igualada, Spain, sells foreign rr. guides, emp. tts., etc.

LOU COTNOIR, 19 Buttercup Lane, West Medway, Mass. 02053, sells electrified caboose oil lamps.

R.A. CURRIER, 714 S. 17th St., Corvallis, Ore. 97330, buys or trades p.c.'s with RPO cancellations.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New Eng. rr. stocks, bonds. List and sample 25¢.

HAROLD DICKEY, 2526 20th St., Great Bend, Kan. 67530, buys photos, drawings, and data on MP wood-sheathed cabooses used in 1930's.

JIM DONALD, 314 Helen St., Linden, N.J. 07036, trades 8mm movies of RFK funeral train.

CHUCK DOUBROUGH, 43 Luscombe St., Hamilton, Ont., Canada, buys trades Canadian railroadiana.

M.L. EUTSLER, Linden, Ind. 47955, will sell rare 1911-'15 issues of Railroad Man's Magaine. (SSE)

HENRY FRICK, 28 Putman Park, Greenwich, Conn. 06830, buys pix streamliners and copies of Modern Railroads.

ED FULCOMER, Box 1004, Canon City, Colo. 81212, buys, sells, or trades, on approval, negs. and slides of CB&Q, FW&D, C&S, UP, D&RGW, MP, AT&SF, WP, CRI&P.

TED GAY, 6 Northview Dr., Morris Plains, N.J. 07950, sells p.c size steam pix in large quantities only. No list; state wants. (Ed.: Ted's pix are good quality.)

J. GLOEKLER, 8239 Aldea St., Dublin, Calif. 94566, sells tts., annual reports, menus, booklets, maps, emp. mags., other railroadiana. List, 12¢ stamps.

GARY GRAHL, 1452 Leland Ave., Bronx, N.Y. 10460, sells 3½x5 color pix PTC, PST, Boston, PSCT, TTC, SHRT, TARS, Pittsburgh, LA, SF Muni, SIRT, etc. List free.

ROGER GRANT, 21 N. Greenwood Ave., Columbia, Mo. 65201, buys pre-1950 steam or elec. tts.

BOB HAGAR, 10724 116th St., E., Puyallup, Wash. 98371, wants to contact anyone interested in glass telegraph insulators.

C.D. HESELTINE, 445 Preble St., South Portland, Maine 04106, sells pix Atlantic & St. Lawrence, Buckfield Br., Eastern, MEC, B&M, P&O, GTR, E&NA, etc. List free.

FOSTER HILLIARD Rte. 2, Box 125A, Byhalia, Miss. 38611, will buy pix and info. on Memphis Union Station.

WALT INSELMAN, 1355 E. Military Ave., Fremont, Neb. 68025, will sell model RR. Cyclo. Vol. 1; C&NW Steam Power; also back issues of Railroad Magazine.

J.M. JENKINS, 3765 Startouch Dr., Pasadena, Calif. 91107, sells Off. Guides, emp tts., old issues of Railroad Magazine and Trains (SSE)

E.J. JOSCELYN, RFD 1, Box 120, Oxford, N.Y., will buy any size pre-1960 pix of PRR Pullman "Herald Square."

ARNOLD JOSEPH, 2512 Tratman Ave., Bronx, N.Y. 10461, sells back issues Railroad Magazine, Trains, etc. Buys collections of same, good cond.

LARRY KELLER, 1685 Devers Rd., York, Pa., 17404, will buy slides and movies of RFK campaign and funeral trains; also LVT movies.

LARRY KISS, 40 Rugby Rd., Brooklyn, N.Y. 11226, sells NYC track maps. (SSE)

BOB KOCH, 38 Oxford Ave., Clarendon Hills, Ill. 60514, buys SP Shasta Rte. railroadiana, esp. emp. tts. 1945-'50.

ANDREA KRISS, 1915 Barnett St, Rahway, N.J. 07065, trades or sells Pennsy GG-1 slides.

A1C ROGER LINK, Box 3231, Altus AFB, Okla. 73521, buys action pix and slides ATSF 2-6-2's.

ELVIN LIQUE, 1501½ 2nd St., Wausau, Wis. 54401, buys 35mm color slides SOO, MILW, RDG, D&H U30C's and RDG DL-628's.

R.N. MANSLEY, 7722 Loretto Ave., Philadelphia, Pa. 19111, will sell large aerial pix of RDG and PRR lines Phila. to Pottstown. (SSE)

BOB MASON, 4310 Dunbarton, Tampa, Fla. 33611, buys, trades, or sells trolley and interurban pix Niagara Frontier, Wstn. Mich., Tampa-St. Petersburg, Fla. (SSE)

GREG McDONNELL, 267 Cameron St. N., Kitchener, Ont., Canada, buys CN CLC, MLW bldrs. plates; also CP and CN diesel and steam pix.

MIKE McMAKEN, RD 1, Mt. Vision, N.Y. 13810, buys steam negs. NYC, D&H, PRR.

BOB McVAY, Box 625, King City, Calif 93930, will buy 1, 7, 9 and 1930 issues of Railroad Magazine; 12/40 and 1, 2/41 issues of Trains. Sells 1946-'49 dupl. slides, steam and elec. (SSE)

T.W. MEREDITH, 1455 Cola Dr., McLean, Va. 22101, will buy "History of NYS&W" by Lucas.

ALDEN MILLER, 3212 34th Ave. S., Minneapolis, Minn. 55406, buys C&NW railroadiana 1848-1968.

RUDOLPH MORGENFRUH, 197 Melville Rd., Huntington Sta., N.Y. 11747, buys rr. china, silverware. Trades 20th Century Ltd. china

WM. MEYERS, 5031 Newtown Rd., Woodside, N.Y 11377, buys, sells or trades slides of trolleybusses, trolleys, other rapid transit. (SSE)

JOHN NAPOLI, 9512 4th Ave., Brooklyn, N.Y. 11209, sells slides, pix, other railroadiana. Trades switch keys, old steam and trolley pix, etc. List 10¢. (SSE)

DAVE NESTLE, RD 2, Ray Rd., Greenwich, N.Y. 12834, sells wide variety of railroadiana, incl. history of Hudson Valley (elec.) Ry. List 10¢.

DAVE NEUMANN, 10 Kittie Lane, Belmont, Calif. 94002, buys Yosemite Valley railroadiana.

HAROLD ISEN, 921 Essex Ave., Linden, N.J. 07036, sells 116 size pix PE, LARY, LATL. (SSE)

KEN ONDRACEK, 3512 S. 126th St., Omaha, Neb 68114, sells 1917-'18 tts. of West Belt RR.; "Nickel Plate Road," book by Hampton; Railroad Magazine 1955-'68. Trades for 8mm movies.

W.R. OSBORNE, 1019 SE 12th Ave., Deerfield Beach, Fla. 33441, sells p.c size steam pix D&H, DL&W, RDG, New Eng. rrs. (SSE)

JOHN PARKER, Rte. 5, Box 40, Aiken, S.C. 29801, sells size 620 negs. of SE rrs. List 25¢.

C.G. PARSONS, 8416 Conover Pl., Alexandria, Va. 22308, sells Kodachrome 35mm dupl. slides; steam, diesel, trolley. Sample 25¢.

T.J. PELLETIER, Palouse, Wash. 99161, will buy pix of Senator Kennedy funeral train

HARRY PORTER, 1042 Bardstown Rd, Louisville, Ky. 40204, buys or trades trolleybusiana.

HAROLD PRUITT, 1198 Dawsonville Rd., Gainesville, Ga. 30501, buys pix, tts., emp. tts., loco info. on GM, GJ&S, G&NW, AK&N M&NG AB&C.

FRED QUICK, 18702 Hinton, Riverview, Mich. 48192, buys sizes 116 and 122 negs. C&A 4-6-2 656, 658; IC 2-10-2 2905, 2989, 3022; steam 1925-'35.

BILL RHOADS, 101 N. Spruce St., Birdsboro, Pa. 19508, trades RDG, CNJ, PRR tts.

WAYNE SCHENK, 15 Brentwood Dr., Cheektowaga, N.Y. 14225, sells railroadiana. List 10¢.

ART SHEA, 144-18 222 St., Springfield Gardens, N.Y. 11413, buys pix steam locos.

GEO. SHELLY, 5 Briarcliff Rd., Allentown, Pa. 18104, trades slides and emp. tts. of LV, CNJ, RDG, L&HR, etc. for those of other roads.

BOB SMITH, 3855 Kent Rd., Cuyahoga Falls, Ohio 44224, buys bldrs. and no. plates from B&O, Erie, NKP, W&LE, esp. those from Brewster Shops.

C.P. SMITH, 69 Burling Rd., Rochester, N.Y. 14616, buys pix of Pennsy E-44's.

KEN SOUSER, 123 S. Broad St., Philadelphia, Pa. 19109, will buy pin from link-and-pin coupler.

FRED STOES, 1601 Harper St., Santa Cruz, Calif. 95060, will sell size 116 Voitlander camera.

CARL STURNER, Earlton N.Y. 12058 sells rr. postcards and slides. (SSE)

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, sells or trades railroadiana, esp. Eastern.

W. THURMAN, 4733 Morganford Rd., St. Louis, Mo. 63116, trades size 120 negs. of diesels, RPO's, and depots in his area for those in your area.

RAY VECCHIE, 250 N. Ridgemoor, Mundelein, Ill. 60060, will sell 9 Trains binders, Farrington's "RRS. of the Hour," Lewis' "American RRS. 1956."

FESTUS VON BLON, 1208 Loucust St., Muskogee, Okla., buys pix and data on San Antonio & Aransas Pass business cars 103, 988, 989, and 998.

BILL WHITE, 7225 Maple Ave., Overland Park, Kan. 66204, buys SLSF pass. train railroadiana, esp. from the Firefly and Kan. City-Fla. Special.

JOE WIRTH, 3431 Colfax Ave. N., Minneapolis, Minn. 55412, will buy back issuse of Railroad Magazine and Trains.

W. YOUNG, Box 194, North Vancouver, B.C., Canada, buys BC Elec. pix slides, movies, tts., transfers.

GENE ZANK, 1414 Eastward, Alma, Mich., sells tts., emp. tts., Off. Guides, rule books 1930-'60.

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ROGER ARCARA, 2421 Webb Ave., Bronx, N.Y. 10468, sells reconditioned 116, 616 and 122-size cameras, desired by many railfans for their large, long negatives. Details, list free.

J.W. BRAUNER, Rte 1, Box 1, Punxsutawney, Pa. 15767, buys or trades for size 616 caboose negs. from Ark. shortlines.

ROBT. CLEARY, 6244 S. McVicker St., Chicago, Ill. 60638, has inherited collection of tts., Off. Guides, train orders, other railroadiana. He is not railfan; will sell lot for first $15 offer.

C.B. COBB, 168 Whipple Rd., Kittery, Maine 03904, will buy one pic of Peoria & Pekin Union boxcar or gon.

DAVID COOPER, Faculty Postal Station, Miss. Delta Jr. College, Moorhead, Miss. 38761, wants "Trains Album of Photos, Southern Ry," Farrington's "Giants of the Rails," Beebe's "Highball"; Herr's "L&N, 1850-1942."

ED GARDNER, 22 Garden Ave., Mountain Top, Pa. 18707, buys trolley and shortline tts. Wants to hear from collectors of old Pennsy tt. forms, also old LV tts.

LILLIAN GOODMAN, P.O. Box 17165, Chicago, Ill. 60617, sells silver sugar tongs marked Atl. Coast Line $5 ea. Free list of marked silverware, many roads.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, wants 1907 or '16 Poor's Manual; has some to swap. Also collects rr. stock certifs.

CLIF HULL, 203 E. 16th St., North Little Rock, Ark. 72114, wants info. on Cotton Belt loco building at Pine Bluff.

ROBT. JOHNSON, Rte. 1, Box 265A, Rossville, Ga. 3074, buys, sells or swaps steam loco catalogs and bldr. plates. Would pay premium price for Climax catalog.

JOHN KEAVY Jr., P.O. Box 214, South Station, Fall River, Mass. 02724 sells train and trolley design rubber stamps. (SSE)

RON MULDOWNEY, 12 W. Craig St., Basking Ridge, N.J. 07920, sells loco bldr plates. (SSE)

C.L. NELSON, 821 W Idaho Ave., St Paul, Minn. 55117 buys pix and slides of stored New Haven diesels, also SCL rebuilt coaches.

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, buys car and loco cyclopedias, rr. books, Baldwin Locomotives mags., etc.

ED SPODOBALSKI, 1538 E. Ohio St., Pittsburgh, Pa. 15212, buys and sells Pennsy emp. tts. and rulebooks.

J.W. SWANBERG, Taunton Lane, Newtown, Conn. 06470, will buy or swap for brass front No. plate from GTW 6400-series steamer.

J.S. REID, 4584 Brentlawn Drive, North Burnaby, B.C., Canada, wants to contact CNR condr. trainman, or engr working Ashcroft, Clearwater, or Albreda subdiv. Also will buy CN and CP switch keys.

WAYNE RHEINFIELD, 1011 Neilson St., Far Rockaway, N.Y. 11691, buys lanterns, (switch, marker, classification and hand); also globes with rr. markings, loco bells, switch keys, etc.

RON SALISBURY, 7439 N. Judson St., San Diego, Calif. 92111, wants diesel rosters of Penn Central, SCL, Sou., SP&S, SP, Frisco, NYO&W, and SAL ('67).

AL SHADE, 9831 Aldridge Drive, Columbia Station, Ohio 44028, will sell or trade prints and b&w slides Dayton City Ry. trolley cars. List and sample 25¢.

TED TAETSCH, 14218 Garfield Ave., Lakewood, Ohio 44107, sells 3x5 trolley pix. Big illust. list free. (SSE)

Model Trading Post

GEO. BREWSTER, 421 Joseph St., New Orleans, La. 70115, sells AF S-gage equip. or trades for std. gage.

STEVE BURKE, 3914 Glenwood Rd., Brooklyn, N.Y. 11210, will buy—or trade HO frt. cars for—Athearn old-style HO metal RDC-1.

DON HAYWARD, 38 Monastery Ave., West Springfield, Mass., will sell O-gage brass rail.

D. JONES, 150 Giltspur Dr., Downsview, Ont., Canada, sells AF S-gage locos, cars, etc. List 10¢.

DAVE KENYON, 55 Adams St., Lynn, Mass. 01901, sells new Lionel items 1950-'60. List 6¢.

A. KRONBERG, Box 725F, GPO, Melbourne, Victoria, Australia, will trade or sell fully-machined frame castings and drawings for American-type 1½"-scale A1 to A16 by Little Engines. Wants O-gage live-steamer.

GEO. LARNED, Box 263, Bedford Hills, N.Y. 10507, will buy Lionel Blue Comet car.

RON LEITCH, 18707 Ferncliffe Ave., Cleveland, Ohio 44135, sells Pennsy 6464-200 boxcars; repaint diesels, AMT cars, misc. (SSE)

T.J. PELLETIER, Palouse, Wash. 99161, buys cast-iron or wooden pass. and frt. trains.

FRED QUICK, 18702 Hinton, Riverview, Mich. 48192, will trade HO equip. for HO-gage USRA 4-6-2 or SP 4-6-2, any cond.

BEN SMITH, P.O. Box 34, Brooklyn, N.Y. 11213, has misc. model trains, all gages, for sale or trade; state wants. (SSE)

JIM TANDY, Box 35, Carrollton, Ky. 41008, will buy Lionel 1103 Peter Rabbit Chickmobile, 1536 Mickey Mouse circus train, 840 power station, 6427 VGN caboose.

E. WILLIAMS, 100 Yale Ave., Dayton, Ohio 45406, wants plans for Baldwin loco crane and Exacta-Wagner sleeping car.

Additional Roster Notes

NYCTA has sent additional data for our Massachusetts shortlines roster (September '68). Note 12 should read: was sold to the Claremont & Concord (7/54), renumbered 12; then sold to the South Brooklyn (11/60), renumbered 12; then renumbered SBK 20008 (1961); then renumbered SBK 12 (1966). Note 16 should read: HT&W 23 was originally S&S 11, then C&C 11, then Montpelier & Barre 23, then HT&W 23, then SBK 13 (11/60), then SBK 20009 (1961), then SBK 13 (1966).

Elliott Kahn sent us a long letter criticizing our shortlines of Louisiana rosters (June '68) which tended to indicate that he had not read the notes following the rosters. Although the notes appear in small type, they nevertheless form an imporant and integral part of our rosters. His letter did contain some useful information on the Louisiana Southern, though. He believes that LS 502 was originally Alexander Railroad No. 1. He says there also was a diesel, No. 503, a 600-hp 65-ton Whitcomb originally owned by the U.S. Army. This unit was resold in 1948.

R.F. Corley, Canada's outstanding expert on diesel locomotive history, tells us that Lehigh Valley 60 (2nd), mentioned in our LV roster (June '68) was sold to Acton Limestone Quarries, not the CN. We are looking into this matter to get more information.

Pen Pals Wanted

William Rhoads, 101 N. Spruce St., Birdsboro, Pa. 19508, likes to hear from stamp collectors of Canada and South America.

Lt. Waldo E. Gray, ODCSI, HQS USAREUR, A.P.O. New York 09403, wants girl pen pal over 21, interested in railroading or model railroading.

Paul Willis, Woodcrest, Rifton, N.Y. 12471, wants to hear from those interested in trolley models and museums.

Charles Matthews, Box 23, Aurora, Mo., collects and trades picture postcards.

Shana Oswald (22), 7021 E. 6th, Spokane, Wash. 99206.

Mrs. Leonora A. Duenos (27), 54 Sanciangho St., Cebu City, Philippine Islands.

Sue McKinney (18), 4916 Walthall, Fort Worth, Tex. 76117.

Linda Kielpinski (15), 348 Fourth Ave., Stevens Point, Wis. 54481.

Janie McFadden (14), Rte. 2, Timpson, Tex.

Zada Youngblood (14), Rte. 1, Gary, Tex. 75643.

Wanda E. Bayne (29), Box 147, Clifton Forge, Va. 24422.

Beth Morgan (16), 30 S. Elmwood Ave., Glenolden, Pa. 19036.

Mrs. Sadie Dorland (70), widow, 2017 Garfield, Port Huron, Mich.

Brenda Kountz (15), 740 Kent St., Vidor, Tex. 77662.

Carol Parker (15), 250 Opal Drive, Vidor, Tex. 77662.

Nancy Resch (15), R.R. 1, Staples, Minn. 56479.

Eccles C. Blauta, 312 Caridad Norte, Matalom, Leyte 80271, Philippine Islands.

Jerome and Susan Croft, 616 S. Lawn Ave., Coshocton, Ohio 43812, collect postmarked picture postcards.

Buzz Fitch (21), 1001 N. 8th St., Norfolk, Neb. 68701.

Hazel Withers, Box 63, Greenville, S.C. 29602.

Mrs. Grace Emerick (27), Fairhope, Pa 15538.

Melanie Montgomery (15), RD 3, Spartansburg. Pa. 16434.

Richard Wood (14), RD 1 Chester, N.Y. 10918.

Joseph Fran (45), 95 Van Riper Ave., Clifton, N.J. 07011.

Michael Santacroce (19), Box 214, Johnstown, Pa. 15907.

Dorothy Keckley (15), 467 St. Cloud St., Keyser, W. Va. 26726.

Hubert H. Inklebarger, 101 Nelson Hall Courts, Fort Smith, Ark. 72901.

Denise O'Neill (17), 3511 N. Marshall St. Philadelphia, Pa. 19140.

Claude Barnhart,, 1435 N. Reagan St., San Benito, Tex. 78586.

Marilyn Brummer (18), 808 Arthur St., Holdrege, Neb. 68949.

Mrs. Mae Pangburn (51), Box 389, Hamburgh Pike, Jeffersonville, Ind 147130.

Mrs. Nellie Ott (53), 1706 McDonald Ave., Apt. 3, New Albany, Ind. 47150.

Dona Foster (17), 8040 Rosswood Dr., Citrus Heights, Calif 95610.

Evellen Welch (15), 7341 Rollingwood Blvd., Citrus Heights, Calif. 95610.

Frances Bonk (46), 1187 Broadway, Buffalo, N.Y. 14212.

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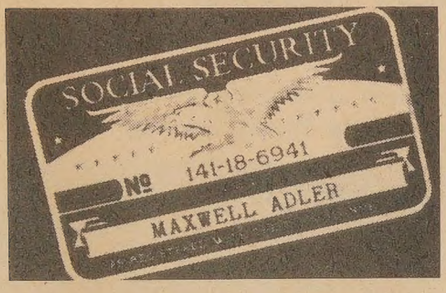

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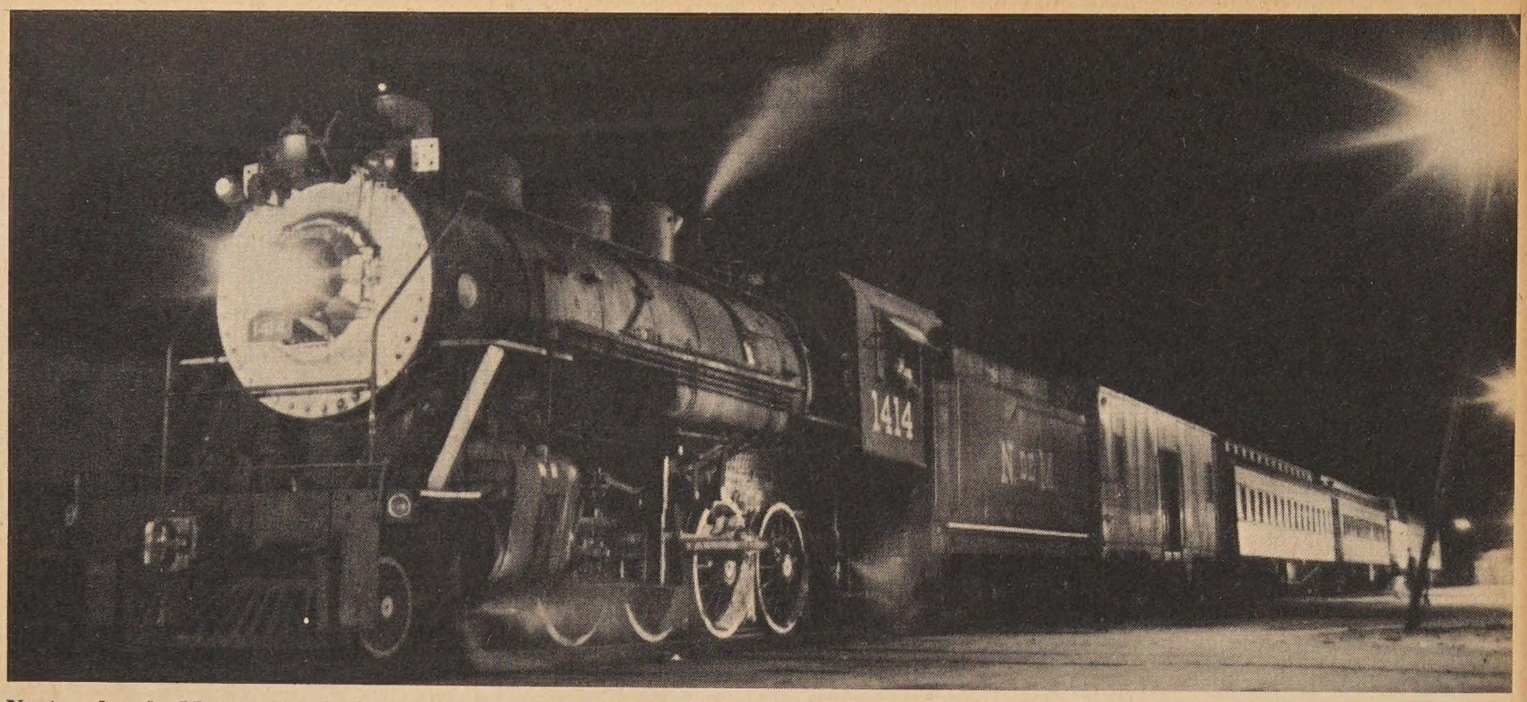


Nacionales de Mexico No. 1414 starts out from Irapuato with a late-night local. Some steam locos are still in daily service in Mexico as this issue goes to press, including the 4-8-4 (Niagara) types, but probably will not be around much longer.

Both photographs by Bud Rothaar, 757 Pierpont St., Rahway, N.J. 07065

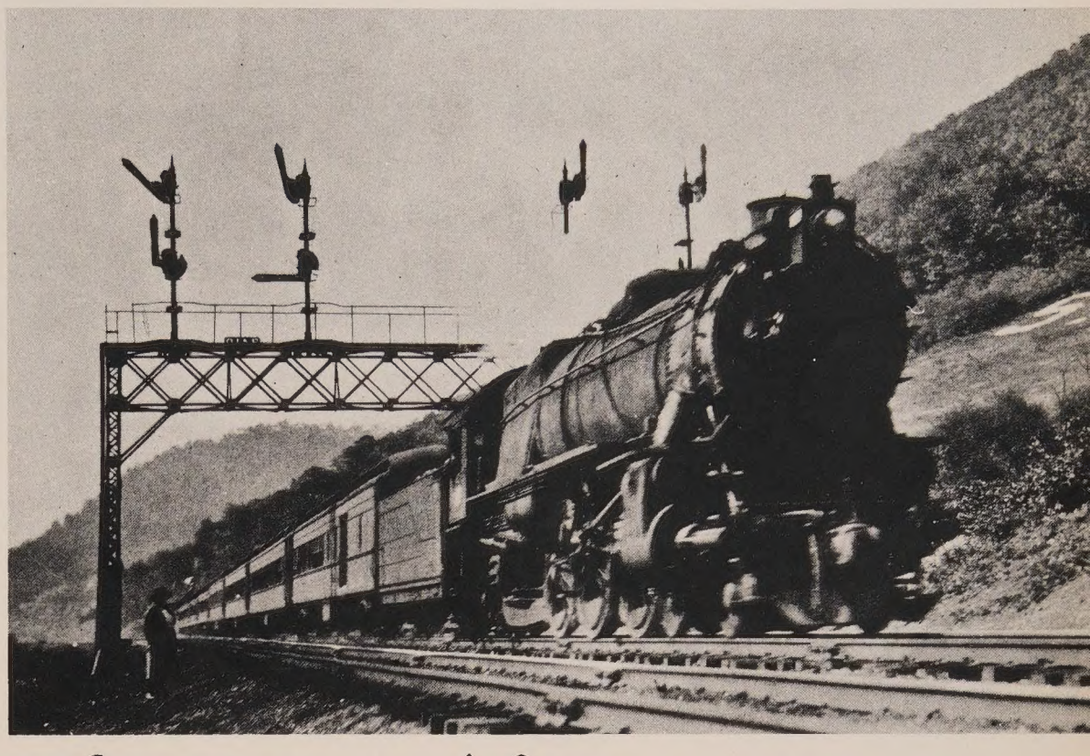
WHEN STEAM RULED MEXICAN RAILS

Acambaro enginehouse, although round, is open-sided. In this fine night shot, we see (right to left) Pacific 2529, with stars on pumps; Consolidations 1174 and 1141; and Mikado 2106. Such was big steam power in Mexico not long ago.

PENNSYLVANIA RAILROAD

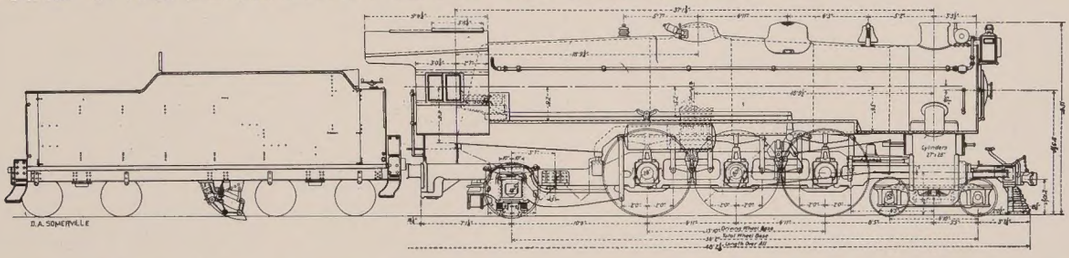
K-4s

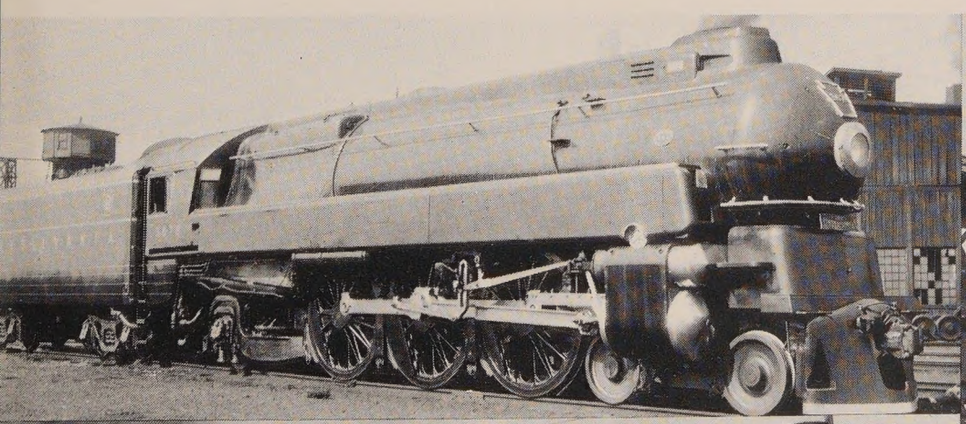
- TEXT BY MOTIVE POWER DEPT.
- SOME OF THE EARLY ENGINES
- ON THE PRSL
- LINES WEST
- BROAD ST. STA FIRE 1923
- TENDERS
- LONG DISTANCE TENDERS
- SCALE DRAWINGS
- 1361 ON HORSESHOE CURVE
- SOME MODIFICATIONS
- SPECIFICATIONS
- ROSTER

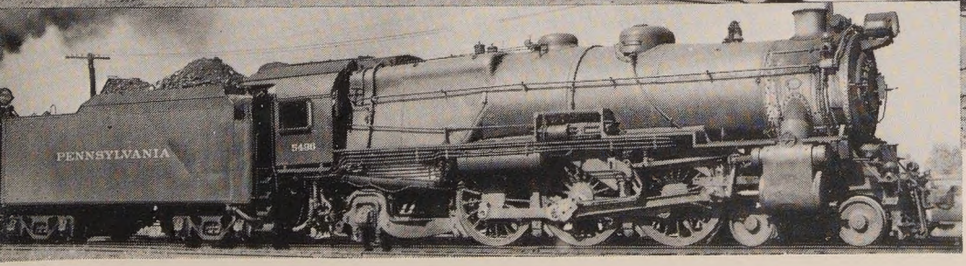


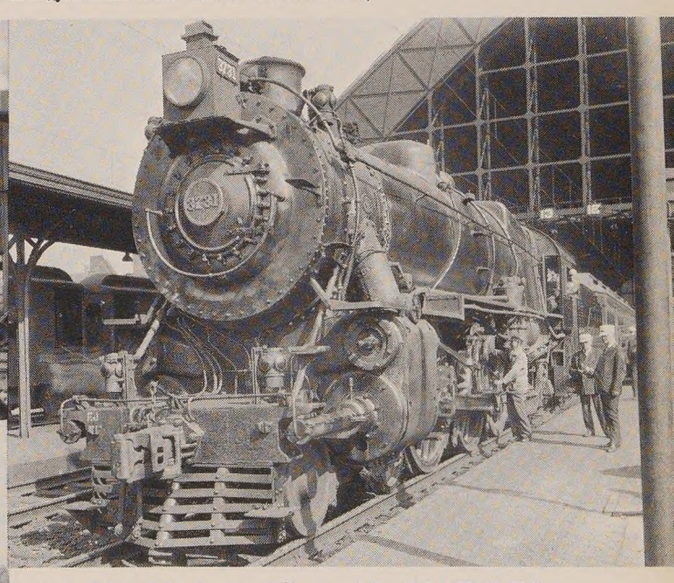
Steam Locomotives of Yesteryear

A PICTURE STUDY OF THE K-4—INCLUDING SPECIFICATIONS, TEXT, TENDER DATA, DRAWINGS, ROSTER AND OTHER INFORMATION ABOUT THE FAMOUS LOCOMOTIVE.









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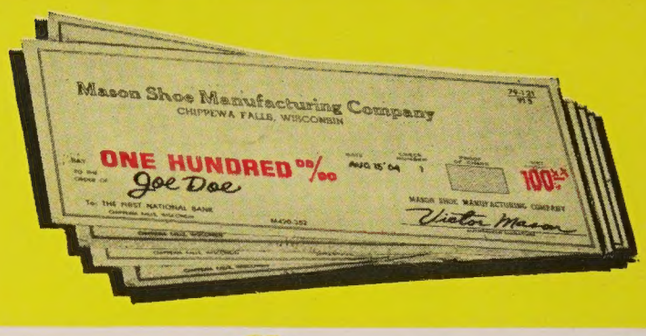

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